

FRISCO

SAFETY



is up to YOU!

**St. Louis - San Francisco
Railway Company**

and

Quanah, Acme & Pacific Railway Co.

FRISCO

SYSTEM

**TIME TABLE
NO. 1**

Effective

Sunday, October 17, 1971

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

J. H. BROWN—Vice Pres.-Operation

H. C. BITNER—Gen. Mgr.

FOR EMPLOYES ONLY

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

OFFICIALS

DIVISION MANAGERS

J. F. Christian _____ Memphis
 B. C. Davidson _____ Tulsa
 R. A. Rorie _____ Springfield

DIVISION SUPERINTENDENTS

J. C. Cowles _____ Springfield
 R. S. Fuller _____ Tulsa
 R. D. White _____ Memphis

TERMINAL SUPERINTENDENTS

R. L. Akins _____ Birmingham
 T. R. Blackwell _____ St. Louis
 R. L. Buchanan _____ Memphis
 C. C. Lane _____ Springfield
 H. J. Lovelady _____ Kansas City
 W. R. Wallace _____ Tulsa

ASSISTANT TERMINAL SUPERINTENDENTS

M. M. Brower _____ Tulsa
 J. B. Harvey _____ St. Louis
 J. V. Hecke _____ Kansas City
 W. H. Hulsey _____ Memphis
 B. J. Lutzenberger _____ Springfield
 K. E. Richardson _____ Birmingham
 R. E. Tyndall _____ Memphis

DIVISION TRAINMASTERS

L. T. Ables _____ Tulsa
 R. G. Baumgartner _____ Blytheville
 W. E. Brockmeyer _____ Ft. Wood
 R. B. Davis _____ Springfield
 T. J. Davis _____ Amory
 W. H. Davis _____ Ft. Scott
 W. F. Deaton _____ Pensacola
 L. E. Eldredge _____ Ft. Worth
 C. E. Hurt _____ Quannah
 G. M. Kirk, Jr. _____ Joplin
 M. Latas _____ Wichita
 C. B. May _____ Amory
 P. A. McGinn _____ Springfield
 G. F. Rischmueller _____ Chaffee
 T. S. Sullivan _____ Ada
 C. C. Stephenson _____ Ft. Smith
 M. L. Thornbrough _____ Mobile
 J. K. Vaden _____ Hugo
 J. M. Ward _____ Thayer
 D. R. Wilson _____ Enid

ASSISTANTS DIVISION TRAINMASTERS

G. Adams, Jr. _____ Quannah
 C. B. Matlock _____ Pittsburgh
 R. R. Newman _____ Tulsa
 R. K. Sheridan _____ Irving

TERMINAL TRAINMASTERS

H. L. Buckner _____ Kansas City
 G. W. Campbell _____ Tulsa
 L. E. Carner _____ St. Louis
 R. E. Carr _____ Memphis
 G. E. Chapman _____ Tulsa
 J. W. Dollar _____ Tulsa
 E. Gaines, Jr. _____ Birmingham
 J. E. Grady _____ Kansas City
 T. A. Griffith _____ St. Louis
 R. M. Hardwicke _____ Springfield
 R. J. Hasten _____ St. Louis
 J. E. King _____ Memphis
 C. L. Mallonee _____ Tulsa
 J. E. O'Hearn _____ Memphis
 D. L. Patton _____ St. Louis
 D. W. Patton _____ Springfield
 R. L. Speir _____ Springfield
 T. L. Sullivan _____ Birmingham
 R. E. Townes _____ St. Louis

ASSISTANT TERMINAL TRAINMASTERS

M. O. Chance _____ Birmingham
 K. K. Kluthe _____ Springfield
 R. L. Lipscomb _____ Memphis
 G. E. Matthews _____ St. Louis

ROAD FOREMAN OF EQUIPMENT

J. R. Beatty _____ Tulsa
 C. W. Caraway _____ St. Louis
 W. H. Forson _____ Memphis
 J. R. Goodson _____ Springfield
 C. E. Jarvis _____ Sherman
 H. G. Johnson _____ Memphis
 E. C. Kerby _____ Tulsa
 W. E. McCullough _____ St. Louis
 F. A. Peebles _____ Tulsa
 F. J. Smith _____ Springfield
 V. C. Stewart _____ Kansas City
 L. J. Thiel _____ Springfield
 J. M. Turner _____ Birmingham
 H. I. Webb _____ Birmingham

CHIEF DISPATCHERS

H. O. Buzbee _____ Springfield
 J. R. Kolb _____ Springfield
 J. D. Williams _____ Springfield

TIMETABLE NO. 1

EXPLANATION OF SYMBOLS

- Ⓐ—Automatic interlocking
 B—Bulletin board
 C—Standard clock
 Ⓓ—Drawbridge
 E—Available for emergency consultation
 G—Gate—Normal position against this sub
 Ⓒ—Gate—Normal position against conflicting route
 □—Gate—Electric locked. Normal position against this sub. Instructions at gate.
 ϕ—Gate—Electric locked against conflicting route. Instructions at gate.
 Ⓜ—Manual interlocking
 O—Diesel fuel
 P—Emergency phone
 ⚡—Protect crossing from ground position displaying lighted fusee when necessary
 R—Radiator water
 T—Turn table
 Ⓢ—Train order signal
 ⓧ—Railroad crossing at grade
 Y—Wye
 Ⓨ—Yard limits
 ⚙—Train order office
 #—White light displayed above indicator denotes dragging equipment.
 @—Detector equipped to transmit intermittent tone over radio when hot box or dragging equipment is indicated

INDEX

BRANCHES	Page	SUBDIVISIONS	Page
Bentonville	18	Afton	29
Bessemer	38	Ardmore	16
Brilliant	37	Arkinda	16
Central	19	Arthur	19
DeBard	37	Ash Grove	30
Ft. Wood	5	Avard	21
Hulbert	33	Beaumont	22
Joplin	24	Birmingham	38
Lepanto	33	Blytheville	36
Madill	16	Burrton	25
Miami	29	Carthage	7
Mt. Vernon	6	Chaffee	35
Muskogee	11	Cherokee	8
Ozark	6	Chickasha	17
Pocahontas	33	Clinton	42
Reform	41	Columbus	39
Salem	4	Creek	10, 11
Winona	31	Enid	23
DIVISIONS		Ft. Smith	18
Eastern	4 - 7	Ft. Worth	14, 15
Eastern	24 - 25	Kansas City	28
Eastern	28 - 33	Lebanon	5
Eastern	42	Leachville	36
Southern	34 - 41	Memphis	32, 33
Southwestern	8 - 23	Mobile	41
SPECIAL INSTRUCTIONS -		Oklahoma	9
SYSTEM	43 - 50	Parsons	25
Derricks	44	Pensacola	40
Engine Operation	45	Perry	20
General Instructions	43	Q. A. & P.	15
Physicians	49	Rolla	4
Special Shipments	50	St. Louis	34
Speed Restrictions	44	Sherman	12, 13
Transportation Rules		Springfield	6
Revisions	46 - 48	Tupelo	37
SYSTEM MAP	26 - 27	Wichita	24
		Willow Springs	31

TABLE OF SPEEDS

MPH	1 Mile		MPH	1 Mile	
	Min.	Sec.		Min.	Sec.
10	6		40	1	30
15	4		45	1	20
20	3		50	1	12
25	2	24	55	1	5
30	2		60	1	
35	1	42	65		55½

TIMETABLE NO. 1

Miles	STATIONS		Station Number	TPR	Track Capacity		
	WEST	EAST			Cars	Feet	Aux.
7.1	LINDENWOOD	RTOCB	007	LW			Yd.
11.8	M.P.						
27.2	EUREKA		027	EU	157	8199	
34.1	PACIFIC		034	PA	199	10566	200
44.0	BOOK		044	OK	125	6557	
52.2	ST. CLAIR		052	SE	124	6528	56
67.2	STANTON		062	ON	149	7783	6
72.2	COFFEYTON		077	OF	122	6454	
86.8	CUBA		087	CU	120	6347	116
94.8	ROSATI		095	RS	129	6788	9
100.4	ST. JAMES		100	SJ	91	4870	52
105.6	DILLON		106	DY	135	7057	7
110.6	ROLLA		111	RA	135	7037	108
119.1	NEWBURG		119	NB			Yd.

MPH

MAXIMUM SPEED		MPH	
(except as noted)		MP 111-38 to MP 114	50
MP 7-18, thru interlocking	15	114-9	118-9
MP 7-18 to MP 10-20	35	117-13	117-35
16-1	16-17	117-35	118-36
	(Westward track)	Until engine thru limits	
16-17	16-1	MP 118-40 to MP 119-30	20
	(Eastward track)	Thru power switch turnouts	
14-25	13-30	(except Rolla, west end siding)	25
	(Eastward track)	Yard limits: MP 8-24 and eastward	
13-17	13-7		
MP 17-39, thru turnout	50	TRACKS AND/OR INDUSTRIES	
Until engine thru limits		Mile	Sta.
MP 93-47 to MP 94-25	50	12.7	013
MP 37-9 to MP 41-30	50	016	016
41-32	43	018	018
44-39	48-42	018	018
50-14	65-3	039	039
70	71-12	069	069
108-19	107-16	074	074
Until engine thru limits		080	080
MP 109-35 to MP 111-38	40	099	099

SALEM BRANCH—ROLLA SUB

Miles	STATIONS		Sta. No.	TPR	Track Cap.	MAXIMUM SPEED	
	WEST	EAST				(except as noted)	MPH
86.8	CUBA		087	CU	58	MP 93-13 to MP 93-20	15
95.1	STEEVILLE		A095	QV	23	98-15	98-25
100.7	LEAD JOT		A101	LJ	40	102-22	105-26
122.8	VIBURNUM		AC123	VI	80	107-10	108-19
133.0	BUICK		AC133	BQ	100	111-5	114-25
100.7	LEAD JOT		A101	LJ	40	116-8	121-20
126.8	SALEM		A127	SA	109	124-23	127

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Henpeck	93.5	AA094	YJ	80 Both
Sankey	94.3	A094	18	Both
Keysville	102.9	A103	10	East
Wesco	107.5	A108	13	East
Hitch	110.6	A111	5	West
Bangert	117.1	A117	12	West
Howes	121.5	A122	10	Both
Cherryville	107.4	AC108	YY	18 Both

TIMETABLE NO. 1

Miles	STATIONS		Station Number	TPR	Track Capacity		
	WEST	EAST			Cars	Feet	Aux.
119.1	NEWBURG	RTOCB	119	NB			Yd.
121.5	BUNDY JCT		121	BW			30
128.8	FRANKS		129	KH	123	6456	
134.6	DIXON		135	DX	140	7347	70
142.0	JURY		142	JY	132	6927	
152.5	SWEDENBERG		152	VG	120	6397	10
159.8	RICHLAND		160	RN	113	5975	38
167.5	STOUTLAND		168	QD	122	6442	19
174.1	SLEEPER		174	ZZ	141	7350	25
181.8	LEBANON		182	LB	204	10833	Yd.
190.5	HUBEN		191	HH	157	8198	
198.4	CONWAY		198	YW	134	7041	40
206.9	NIANGUA		207	NG	162	8605	21
213.3	MARSHFIELD		213	MH	134	7038	117
220.8	NORTHVIEW		220	NV	169	8959	13
227.7	STRAFFORD		228	QF	149	7775	16
235.1	EASTERN JOT						
236.6	TEED		239	TD	122	6408	
239.7	SPRINGFIELD YARD		239	SY			Yd.

(120.6)

MPH

MAXIMUM SPEED		MPH	
(except as noted)		MP 118-40 to MP 119-30	20
MP 120-11 to MP 124-10	45	130-18	132-2
134-10	137-10	140	145-24
148-12	175-38	148-12	175-38
Until engine thru limits		MP 181-6 to MP 182-30	30
MP 182-30 to MP 188-19	45	212-30	214-30
212-30	214-30	Until engine thru limits	
(Eastward trains using siding)		MP 213-21 to MP 213-23	10
MP 216-34 to MP 221-17	45	236	237-18
236	237-18	MP 238-5 until engine over	
Broadway		10	
Middle Belt (Springfield)		10	
W.S. Jct. to Nichols:		20	
(Old Pgr. Main)		20	
Trains handling: 40 or more cars of company chatt. or trains consisting entirely of company chatt.		30	
MP 123 to MP 134	30	Thru power switch turnouts	
(except west end Teed)		25	

FT. WOOD BRANCH

(Operating for United States Government)

Miles	STATIONS		Sta. No.	TPR	Track Cap.
	WEST	EAST			
0.0	BUNDY JCT		121	BW	
7.3	HUNT		AB 7		57
12.8	WERN		AB13		32
16.5	LEE		AB16		30
18.5	FT. WOOD				
19.5	FT. WOOD		AB19		Yd.

MPH

MAXIMUM SPEED		MPH	
(except as noted)		MP AB 2-20 to MP 2-30	20
4-10	6-25	8-20	10-20
MP AB 12.1 (Big Piney Bridge)	15	MP AB13-19 to MP AB13-24	20
14	15-4	15-30	18-15
MP 18-39 (First St. Crossing Ft. Wood)	15	ABS-Bundy Jct. to MP AB 19-7.	15
Bridge class of engines and derricks		70.4	

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Arlington	122.7	123	AN	100 Both
Crocker	146.5	147	EK	128 Both

TRACK RESTRICTIONS

Engines will not be operated on coal unloading trestle.
Movements on Tracks 1, 2, 3, 4 and 5, Warehouse District, will not exceed 10 MPH.

TIMETABLE NO. 1

Miles	WEST STATIONS	EAST STATIONS	Station Number	TPR	Track Capacity		
					Cars	Feet	Aux.
239.7	ORBY	ORBY	239	SY			Yd.
242.0	NICHOLS		242	NS			8
247.2	BROOKLINE		247	ZE	134	7015	5
251.8	REPUBLIC		252	RJ	163	8659	76
257.3	BILLINGS		257	ZS	106	5615	35
262.3	LOGAN		262	JL	155	8081	9
263.6	MARIONVILLE		264	VM			49
268.9	AURORA	RBC	269	AU	134	7013	Yd.
269.0	M.P.						
273.7	VERONA		274	VE	154	8044	41
279.1	GLOBE		279	GZ			
282.0	MONETT	ORBYC	282	MO			Yd.

CTC: MP 241-18 to MP 280-26
ABS: MP 280-26 to MP 281-31

HOT BOX DETECTORS
MP 260-40

Two main tracks between Globe and Monett designated North and South Tracks.

When white light displayed at indicator on siding near MP 251-24 eastward "stop" signal MP 251-12 displays proceed indication.

White light displayed at indicator MP 268-35 authorizes movement from pocket track to siding. If white light not displayed authority for move must be secured from dispatcher.

MP 280-26 to MP 281-31 movement of trains will be as prescribed by Rules 261 and 264 inclusive.

Bridge class of engine and derricks 70.4

MPH
MAXIMUM SPEED 55
(except as noted)
Train Identification QLA 65
W. S. Jct. to Nichols (Old Pgr. Main) 20
Until engine thru limits
MP 250-5 to MP 252-10 45
252-10 255-20 60
260-21 260-22 45
(Westward trains) 45
MP 263-26 to MP 264-17 45
Until engine thru limits
MP 267-16 to MP 267-17 40
(Westward trains) 45
269-30 269-4 60
MP 270-13 to MP 277-24 60
279-3 280-30 (South track) 35
Thru power switch turnouts 25
(except turnout MP 279-3) 85

MT. VERNON BRANCH—SPRINGFIELD SUB					
Miles	WEST STATIONS	EAST STATIONS	Sta. No.	TPR	Track Cap.
268.9	AURORA	RBC	269	AU	Yd.
280.6	MT. VERNON		B281	MN	75

MPH
MAXIMUM SPEED 25
Yard limits: entire branch
Bridge class of engine and derricks 40.3

OZARK BRANCH—SPRINGFIELD SUB.					
Miles	WEST STATIONS	EAST STATIONS	Sta. No.	TPR	Track Cap.
240.0	M.K. JOT				
246.5	GALLOWAY		239	TM	60
257.4	OZARK		A257	OZ	41

Springfield: Trafficway, St. Louis, Me-Daniel, Kickapoo, Walnut, Elm, Cherry, Weller, Delaware, Belmont and Grand.
Highway 60 and 65 (MP A247)
Yard limits: entire branch
Bridge class of engine and derricks
M.K. Jct. to Kissick 53.6
Kissick to Ozark 40.3

MPH
MAXIMUM SPEED 25
(except as noted)
Galloway to Ozark 10
Until engine over crossing
Glenstone Ave. 5
TRACKS AND/OR INDUSTRIES
Mile Sta. TPR Cap. Conn.
Langston . . . 243.0 239 LG 12 North
Kissick . . . 249.1 A249 KS 132 Both
Cassidy . . . 253 A253 10 North

WEST		STATIONS										EAST		
Third Class	Second Class	Miles	Station Number	TPR	Track Cap.			Second Class	Third Class	Second Class	Third Class	Third Class		
Arr. Dly. Ex. Sun. PM	Arr. Dly. Ex. Sun. PM				Cars	Feet	Aux.						Arr. Dly. AM	Arr. Dly. Ex. Mon. AM	Arr. Dly. Ex. Sun. AM
333	5411	337												
Lv. Dly. Ex. Sun. PM	Lv. Dly. Ex. Sun. PM	Lv. Dly. AM												
815	315	240	286.9	PIERCE CITY	G287	PC			Yd.	610	1040	120		
840	340	305	298.7	SARCOXIE	F299	QE	73	3960	38	547	1015	100		
905	359	330	311.0	MENK	F311	NK	94	5009		522	945	1230		
930	530	400	312.7	M.P.										
			313.2	CARTHAGE	F313	CJ	49	2616	191	517	930	1215 AM		
			322.3	ORONO	F322	OJ			20					
			327.1	K.O.S.										
1005	645	445	328.1	CARL JCT	F328	CL			Yd.	445	845	1145		
		330								337				
			334.9	K.O.S.										
			343.5	AFTON SUB-M.K.T.										
1030	745	520	343.5	COLUMBUS	L148	CB	44	2363	Yd.	405	800	1101 PM		
			349.7	M.P.										
	810	540	359.9	OSWEGO	F360	OW	57	3030	53	315	700			
			361.1	M.K.T.										
			370.6	ALTAMONT	F371	OT	41	2209	38	255	640			
			376.6	M.K.T.										
	840	625	376.8	MOUND VALLEY	F377	MV	43	2308	24	245	625	337		
		5410												
			387.0	C.A.T.S.F.										
	915	655	387.0	CHERRYVALE	F387	CE	37	2009	Yd.	225	530			
			401.4	NEODESHA	F401	NA			Yd.	200	500			
	1000	725								AM	AM			
	PM									AM	AM			
Arr. Dly. Ex. Sun. PM	Arr. Dly. Ex. Sun. PM	Arr. Dly. Ex. Sun. PM								Lv. Dly. Ex. Sun. PM	Lv. Dly. Ex. Sun. PM	Lv. Dly. Ex. Sun. PM		
333	5411	337								330	5410	334		

MPH
MAXIMUM SPEED (except as noted) 45
Pierce City to Carthage 40
Carthage to Crestline 30
Until engine thru limits
MP G286-20 to MP F287-25
between 8:20AM and 9:00AM
and 3:20PM and 4:00PM 15
MP 287-12 to MP 295 35
Until engine thru limits
MP 295-21 to MP 299-7 20
311-22 314-7 20
Interlocking Mile 327.1 20
Interlocking Mile 343.5 20
MP 354-30 to MP 354-37 40
358-1 360-5 30
Until engine thru limits
Interlocking Mile 361.1 20
MP 370-5 to MP 371 30
Interlocking Mile 376.6 20
MP 383-15 to MP 383-25 30
Until engine thru limits
MP 386-23 to MP 387-10 30
MP 397-10 to MP 397-20 30

Carthage Sub trains will use Cherokee Sub between Monett and Pierce City.
Trains will secure clearance at Monett authorizing movement west from Pierce City and will not require clearance at Pierce City unless train order signal displays stop indication.
Trains entering CTC at Pierce City will not require clearance.

TRACKS AND/OR INDUSTRIES
Mile STA. TPR Cap. Conn.
Wentworth . . . 293.0 F293 UH 15 East
Reeds 303.8 F304 EC 12 Both
Military 334.6 F335 MI 50 East
Crestline . . . 336.2 F336 YV 41 Both
Sherwin 340.7 F350 SO 7 West
Hallowell 352.5 F352 HO 30 Both
Bridge class of engine and derricks:
Pierce City—Columbus 63
Columbus—Neodesha 53.8

ALERT IS THE WORD

TIMETABLE NO. 1

SAFETY IS IN YOUR HANDS

TIMETABLE NO. 1

Miles	WEST STATIONS	EAST STATIONS	Station Number	TPR	Track Cap.		
					Cars	Feet	Aux.
282.0	MONETT	YROBO	282	MO	.....	.....	Yd.
286.9	PIERCE CITY		G287	PC	.....	.....	219
297.2	RITCHEY		G297	ET	120	6036	29
308.5	JEFF		G309	JF	120	6032	.....
309.2	K.C.S.		.....	.....	.....	.....	.....
309.8	NEOSHO		G310	NH	99	4995	59
319.2	RACINE		G319	RC	120	6017	10
325.4	SENECA		G325	SX	53	2693	105
332.9	WYANDOTTE		G333	WY	142	7131	10
340.4	FAIRLAND		G341	FQ	136	6890	63
347.0	KAHOGA		G347	KO	120	6027	.....
348.1	AFTON	YCB	G348	AF	.....	.....	Yd.
353.6	TODD		G354	TQ	126	6299	.....
359.7	M.K.T.		.....	.....	.....	.....	.....
359.7	VINITA	Y	G360	VN	157	7874	174
366.7	WHITE OAK		G367	WO	121	6064	38
374.0	CATALE		G374	EF	123	6174	93
379.1	CHELSEA		G379	CS	102	5108	148
384.8	BUSHYHEAD		G385	ZF	134	6733	18
391.6	SEQUOYAH		G392	UQ	97	4860	20
396.4	DEGROAT		G396	XD	134	6727	.....
397.0	M.P.		.....	.....	.....	.....	.....
397.6	CLAREMORE		G398	CW	.....	.....	182
404.3	VEDDIGRIS		G404	VR	124	6236	29
409.1	CATOOSA		G409	EQ	95	4794	25
412.6	TIGER		G412	TG	118	5942	.....
414.0	GARNETT		G414	GR	74	3747	370
420.4	EAST TULSA		G420	JT	.....	.....	.....
423.0	A.T.S.F.		.....	.....	.....	.....	.....
426.9	CHEROKEE YARD	YCB	G426	CY	.....	.....	Yd.

CTC: MP 282-22 to MP 425-2
Two main tracks between MP 285-18 and MP 287-13 designated as North track and South track.

Two main tracks between MP 420-18 and MP 425-2 designated as North track and South track.

Train order signal Pierce City governs Eastern Division trains only. Trains originating Afton will not require clearance except when train order signal displays stop indication.

Kahoga: Dwarf signal west end siding MP 347-20 governs movement thru crossover to main track. White light indicator on north side of dwarf signal permits straight track movements on yard tracks either direction. When this indicator displays a white light, crossover switches and yard tracks between switches and fouling point may be used.

When white light displayed at indicator MP 379-1 Chelsea Westward stop signal on siding displays proceed.

HOT BOX DETECTORS
* @ MP 314-24
843-14
370-24
400-17

Bridge class of engines and derricks 70.4

TRACK RESTRICTIONS
10 MPH on Peabody Spur, Catale. Cars must not be left within 4,000 ft. north of main track. There are four tracks at the Upple, trainman must ascertain the car pushers are not coupled to track to be pulled. DO NOT COUPLE INTO CAR PUSHERS.

Mine Spur
MP 381 10 MPH
Garnett: Standard
Industries 10 MPH
Engine must not be operated west of loading conveyor or over scale and cars must not be ridden past conveyors.

MAXIMUM SPEED MPH	
MP 282 to 426, Westward trains	60
Train identification QLA between MP 286 and MP 426	65
Train identification 3011	55
Eastward trains (except as noted)	55
MP 282-25 thru turnout	25
Westward trans until engine thru limits: MP 283-34 to MP 288-35	50
285-20 to MP 287-13 so. trk.	45
Until engine thru limits MP 286-30 to MP 287-6	30
MP 287-13	50
MP 292-27 to MP 309-24	45
Until engine over crossings MP 309-24 to MP 310-11	30
MP 310-11 to MP 313-5	35
Until engine thru limits MP 325-0 to MP 326-0	30
Westward trains until engine thru limits MP 329-20 to MP 329-21	60
MP 380-30 to MP 381-25	45
387-12	338-0
350-27	354-10
Until Engine thru limits MP 359-20 to MP 360-11	30
364-11	365-28

MAXIMUM SPEED MPH			
MP 370-0 to MP 370-21	55		
375-31	377-18		45
MP 389-15 to MP 392-19	80		
392-19	397-8		50
Until engine thru limits MP 397-8 to MP 397-81	20		
MP 406-24 to MP 413-10	50		
413-10	420-20		25
420-20	425-2		20
17th St. until engine over crossing	10		
Entering main track Tulsa depot until engine over Elgin and Cheyenne St.	5		
MP 425-30 to MP 426-16	10		
426-16	428-14		20
Cherokee Yard slip switches	10		
Thru power switch turnouts	25		

except Seneca, Claremore, Garnett

TRACKS AND/OR INDUSTRIES			
Mile	Sta.	TPR	Cap. Conn.
Granby	G302	G302	17 Both
Niles	313.3	G313	7 East
Asylum	358.2	G358	13 East
Peabody			
Spur	381.0	G381	PB 270 Wye
Port Lead	408.3	G408	220 East
Douglas	417.0	G426	DL 77 Both
Dawson	418.7	G426	DW 71 Both

TIMETABLE NO. 1

WEST				EAST							
First Class				Second Class							
QSF Lv. Dly.	QLA Lv. Dly.	537 Lv. Dly.	539 Lv. Dly.	Miles	STATIONS	Station Number	TPR	Truck Cap.	CTB Arr. Dly.	3110 Arr. Dly. Ex. Sun.	30 Arr. Dly.
AM 1101	AM 900	AM 730	AM 330	426.9	BYCROFT	G426	CY	.....	AM 645	PM 630	PM 1100
.....	.....	.....	.....	430.5	CHEROKEE YD.	G426	NO	.....	.....	.....	.....
.....	.....	.....	.....	435.5	NORRIS	G436	OM	.....	.....	.....	.....
1125	925	755	355	437.2	OMA	G438	SQ	.....	601	545	1015
1136	935	805	406	445.6	SAPULPA	G446	KY	91	4559	25	550
1156	950	820	427	459.0	KELLEYVILLE	G459	BP	148	7413	225	534
PM 1205	PM 958	PM 829	PM 439	466.6	BRISTOW	G467	DP	63	3184	32	524
1220	1012	843	452	477.5	DEPEW	G478	ST	76	3825	174	508
1227	1020	850	469	483.0	STROUD	G478	ST	76	3825	174	508
.....	.....	.....	.....	485.4	BINKLEY	G483	P	110	5516	9	459
1241	1032	903	513	493.9	DAVENPORT	G485	CTB	.....	24	.....	459
1247	1037	909	519	498.0	CHANDLER	G494	YX	44	2237	126	443
102	1051	923	534	509.8	GOW	G498	GX	97	4673	.....	437
120	1107	940	552	524.2	HIBSAW	G510	HI	126	6323	.....	422
1110	1114	947	601	530.1	JONES	G524	JN	80	4032	13	405
129	1114	947	601	530.1	MUNGER	G530	UG	73	3687	.....	358
137	1120	955	609	535.6	GREIG	G536	GG	.....	38	.....	.....
PM 150	AM 1130	AM 1015	AM 625	539.5	Oklahoma City	G540	OC	.....	Yd.	.....	345
AM 1101	AM 900	AM 730	AM 330	426.9	CHEROKEE YD.	G426	CY	.....	AM 645	PM 630	PM 1100
.....	.....	.....	.....	430.5	NORRIS	G436	OM	.....	.....	.....	.....
.....	.....	.....	.....	435.5	OMA	G438	SQ	.....	601	545	1015
1125	925	755	355	437.2	SAPULPA	G446	KY	91	4559	25	550
1136	935	805	406	445.6	KELLEYVILLE	G446	KY	91	4559	25	550
1156	950	820	427	459.0	BRISTOW	G459	BP	148	7413	225	534
PM 1205	PM 958	PM 829	PM 439	466.6	DEPEW	G467	DP	63	3184	32	524
1220	1012	843	452	477.5	STROUD	G478	ST	76	3825	174	508
1227	1020	850	469	483.0	BINKLEY	G483	P	110	5516	9	459
.....	.....	.....	.....	485.4	DAVENPORT	G485	CTB	.....	24	.....	459
1241	1032	903	513	493.9	CHANDLER	G494	YX	44	2237	126	443
1247	1037	909	519	498.0	GOW	G498	GX	97	4673	.....	437
102	1051	923	534	509.8	HIBSAW	G510	HI	126	6323	.....	422
120	1107	940	552	524.2	JONES	G524	JN	80	4032	13	405
1110	1114	947	601	530.1	MUNGER	G530	UG	73	3687	.....	358
129	1114	947	601	530.1	MUNGER	G530	UG	73	3687	.....	358
137	1120	955	609	535.6	GREIG	G536	GG	.....	38	.....	.....
PM 150	AM 1130	AM 1015	AM 625	539.5	Oklahoma City	G540	OC	.....	Yd.	.....	345
AM 1101	AM 900	AM 730	AM 330	426.9	CHESTER	G426	CY	.....	AM 645	PM 630	PM 1100
.....	.....	.....	.....	430.5	NORRIS	G436	OM	.....	.....	.....	.....
.....	.....	.....	.....	435.5	OMA	G438	SQ	.....	601	545	1015
1125	925	755	355	437.2	SAPULPA	G446	KY	91	4559	25	550
1136	935	805	406	445.6	KELLEYVILLE	G446	KY	91	4559	25	550
1156	950	820	427	459.0	BRISTOW	G459	BP	148	7413	225	534
PM 1205	PM 958	PM 829	PM 439	466.6	DEPEW	G467	DP	63	3184	32	524
1220	1012	843	452	477.5	STROUD	G478	ST	76	3825	174	508
1227	1020	850	469	483.0	BINKLEY	G483	P	110	5516	9	459
.....	.....	.....	.....	485.4	DAVENPORT	G485	CTB	.....	24	.....	459
1241	1032	903	513	493.9	CHANDLER	G494	YX	44	2237	126	443
1247	1037	909	519	498.0	GOW	G498	GX	97	4673	.....	437
102	1051	923	534	509.8	HIBSAW	G510	HI	126	6323	.....	422
120	1107	940	552	524.2	JONES	G524	JN	80	4032	13	405
1110	1114	947	601	530.1	MUNGER	G530	UG	73	3687	.....	358
129	1114	947	601	530.1	MUNGER	G530	UG	73	3687	.....	358
137	1120	955	609	535.6	GREIG	G536	GG	.....	38	.....	.....
PM 150	AM 1130	AM 1015	AM 625	539.5	Oklahoma City	G540	OC	.....	Yd.	.....	345
AM 1101	AM 900	AM 730	AM 330	426.9	CHESTER	G426	CY	.....	AM 645	PM 630	PM 1100
.....	.....	.....	.....	430.5	NORRIS	G436	OM	.....	.....	.....	.....
.....	.....	.....	.....	435.5	OMA	G438	SQ	.....	601	545	1015
1125	925	755	355	437.2	SAPULPA	G446	KY	91	4559	25	550
1136	935	805	406	445.6	KELLEYVILLE	G446	KY	91	4559	25	550
1156	950	820	427	459.0	BRISTOW	G459	BP	148	7413	225	534
PM 1205	PM 958	PM 829	PM 439	466.6	DEPEW	G467	DP	63	3184	32	524
1220	1012	843	452	477.5	STROUD	G478	ST	76	3825		

SOUTH					Miles	STATIONS
Second Class		First Class				
531 Leave Daily	739 Leave Daily	39 Leave Daily	437 Leave Daily	37 Leave Daily		
PM 901	AM 105	PM 1140	AM 1110	AM 830	437.2	SAPULPA.....⊙⊙Y
908	112	1147	1117	837	442.2	KIEFER ^{5.0}
928	132	1204 ⁵³⁰	1134	855 ³⁴	456.2	BEGGS ^{14.0}
944	147	1218	1147 ⁷³⁸	909	467.2	BUTLER.....⊙
946	149	1220	1149	911	467.9	MUSKOGEE BR.....⊙⊙
1025	159	1229	1158 ^{PM}	920	468.6	OKMULGEE.....CO⊙⊙Y
1055 ⁵³⁰	207	1236	1206	927	476.2	SCHULTER.....
1114	225	1252	1222 ³⁸	943	482.1	HENRYETTA.....R⊙⊙Y
1127	238	103	1233	954	494.7	FRED ^{12.6}
1139	250	113	1243	1004 ⁷³⁸	504.4	WETUMKA.....⊙
1150 ^{AM}	301	123	1253	1014	513.0	YEAGER ^{8.6}
1202	303	125	1255	1015	519.6	HOLDENVILLE.....⊙
1209	310	132	102	1021	519.6	O.R.I.P.....⊙⊙
1235	340	155	125	1045 ³⁸	520.1	SISSON.....
AM	AM	AM	PM	AM	525.0	SPAULDING.....
Arrive Daily 531	Arrive Daily 739	Arrive Daily 39	Arrive Daily 437	Arrive Daily 37	539.1	FRANCIS.....BCR⊙⊙
						(101.9)

MPH
MAXIMUM SPEED.....55 (except as noted)
MP 437-6 to MP 437-17.....35
Engine of Northward trains passing MP 437-32.....40
MP 438-7 to MP 440-6.....45
Kiefer, thru turnout north end siding.....25
Beggs, thru turnout north end siding.....25
MP 457-25 to MP 458-4.....50
Butler, thru turnout north end siding.....25
Muskogee Branch crossing.....40
Until engine thru limits
MP 468-20 to MP 469-10.....25
MP 471-12 to MP 471-28.....50
Schulter, thru turnouts both ends siding.....25
MP 478-17 to MP 480-20.....50
Until engine thru limits
MP 481-16 to MP 482-20.....25
Henryetta, thru turnout south end siding.....25
MP 484-9 to MP 484-20.....50
492-2 492-18.....45
494-15 494-26.....45
Fred, thru turnout both ends siding.....25
MP 506-33 to MP 507-8.....50
509-31 510-11.....50
516-12 518-18.....50
518-22 519-15.....45
Until engine thru limits
MP 518-17 to MP 520-22.....40
MP 519-20 thru interlocking.....40
Siison, thru turnout both ends siding.....25
MP 521-6 to MP 521-26.....50
Spaulding, thru turnout both ends siding.....25
MP 528-7 to MP 529-20.....50
531-34 532-10.....50
533-24 534-21.....45
535-28 536-18.....50

Creek Sub trains will use Oklahoma Sub between Sapulpa and Cherokee Yard. Trains entering CTC at Sapulpa will not require clearance.

Trains will secure clearance at Cherokee Yard authorizing movement south from Sapulpa and will not require clearance at Sapulpa unless train order signal displays stop indication.

TIMETABLE NO. 1

Trains may be identified between Cherokee Yard and Sapulpa when Form V(4) train order is issued to trains at Cherokee Yard.

Train meets and time in schedules or train orders will be at end of two main tracks Sapulpa.

First class trains move at restricted speed.

MP 437-9 to MP 438-7
(330PM to 630AM)
467-20 468-34
538-00 540-30

Main track between these points may be used without protection against first class trains.

TRAIN MEET SIGNS

Okmulgee, MP 468-15.....Northward trains

Trains on main track waiting for or to meet opposing trains will stop short of sign until opposing train reaches switch.

Bridges: 478.0 and 503.4 protected by detectors connected with ABS. When signals 4788, 4779, 5035 and 5048 display "Stop" observe signal rules and know bridge safe before passing over.

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Mounds.....	446.7	E447	VJ	41 North
Sasakwa.....	532.2	E532		26 North

Bridge class of engines and derricks.....83

STATIONS	Station Number	TPR	Track Cap.			NORTH				
			Sidings		Aux.	Second Class				
			Cars	Feet		34 Arr. Dly.	738 Arr. Dly.	38 Arr. Dly.	430 Arr. Dly.	530 Arr. Dly.
SAPULPA.....	G438	SQ	.....	Yd.	AM 925	PM 1235	PM 150	PM 515	AM 1235	
KIEFER ^{5.0}	E442	KF	114	6072	12	918	1225	140	507	1229
BEGGS ^{14.0}	E456	ZB	126	6714	42	855 37	1205 PM	121	445	1204 AM 39
BUTLER.....	E467	ZU	119	6333	.....	813	1147 437	104	427	1125
MUSKOGEE BR.....	E469	OG	.....	Yd.	810	1110	101	423	1113	
SCHULTER.....	E476	QC	114	6055	15	759	1059	1249	413	1103
HENRYETTA ^{5.9}	E482	HN	94	5018	Yd.	750	1050	1240	406	1055
FRED ^{12.6}	E495	WK	116	6179	110	730	1030	1222 437 PM	351	1035
WETUMKA.....	E504	WM	87	4620	80	717	1017	1145	338	1020
YEAGER ^{8.6}	E513	YG	95	5047	4	705	1004 37	1132	325	1008
HOLDENVILLE.....	E520	HD	25	1359	100	655	947	1122	315	958
O.R.I.P.....	E5-20A	UI	101	5375	.....	653	946	1121	313	956
SISSON.....	E525	UP	120	6387	10	645	940	1115	305	950
SPAULDING.....	E539	FC	.....	Yd.	625	915	1045 37 AM	240	930	
FRANCIS.....										
(101.9)						Lv. Dly. 34	Lv. Dly. 738	Lv. Dly. 38	Lv. Dly. 430	Lv. Dly. 530

TRACK RESTRICTIONS

No. 2 track Bartlett-Collins, Sapulpa, protected by signals. If signal does not indicate proceed, contact Bartlett-Collins employe.

ABS: MP E-437-9 to MP E-481-5,
Rule 510(a)
ABS: MP E-481-5 to MP E-539

MUSKOGEE BRANCH—CREEK SUB.

Miles	STATIONS	Sta. No.	TPR	Track Cap.
468.6	OKMULGEE	E469	OG	Yd.
467.9	ROO ^{8.5}.....⊙Y			
467.9	CREEK SUB.....⊙G			
502.9	T.P.....⊙G			
506.4	MUSKOGEE.....	EA506	MU	Yd.
506.6	M.K.T. & T.P.....⊙⊙			
	(38.0)			

HOT BOX DETECTORS

- ⊙ * MP 440-27
- ⊙ * MP 474-25
- ⊙ * MP 498-31
- ⊙ * MP 518-5

MPH
MAXIMUM SPEED.....25
(except as noted)

MP 505-24 to MP 508-15.....12
MP 508 over Main Street Crossing.....5
Yard limits: entire branch
Bridge class of engines and derricks.....53.8

TRACKS AND/OR INDUSTRIES

Mile	Sta.	Cap.	Conn.
Morris.....	474.8	EA475	28 Both
Boynton.....	487.5	EA488	48 Both

**WHATEVER YOU DO
—DO IT SAFELY**

TIMETABLE NO. 1

SOUTH					Miles	STATIONS
Second Class		First Class				
739 Leave Daily	531 Leave Daily	437 Leave Daily	37 Leave Daily	39 Leave Daily		
AM	AM	PM	AM	AM		
345	1235	125	1046 38	155	539.1	FRANCIS BORY ⊙
405	1259	145	1105	215	547.7	A.T.S.F. 8.6
425	123	202	1122	232	548.2	ADA BOOR ⊙ ⊙
432	130	208	1129	238		8.6
442	139	218	1140	248		0.5
453	149	228	1150	258	558.2	FITZHUGH Ⓞ
517 34	205	241	1205	313	563.3	ROFF Ⓞ
600 738	230 738	259	1222 430	328 738	571.0	SCULLIN Y
801 AM	252	320	1242	348	579.3	MILL CREEK Ⓞ
	301	326	1248	355	591.8	RAVIA Ⓞ
	309	333	1255	403	603.4	MADILL B ⊙ Y ⊙
	320	348 530	110	415 34	610.6	KINGSTON Ⓞ
	340 AM	440 PM	145 PM	445 AM	620.2	LAKESIDE Ⓞ
Arrive Daily 739	Arrive Daily 531	Arrive Daily 437	Arrive Daily 37	Arrive Daily 39	624.8	BARRY Ⓞ
					631.1	STALEY Ⓞ
					631.4	M.K.T. JCT. } Ⓞ
					636.5	DENISON ⊙ ⊙
					636.6	S. P. JCT. } Ⓞ
					644.0	No. SHERMAN JOT Ⓞ
					644.6	SHERMAN BOORY ⊙ ⊙
					(97.4)	
					(105.5)	

STATIONS	Station Number	TPR	Track Cap.			NORTH				
			Cars	Feet	Aux.	Second Class				
						34 Arr. Dly.	738 Arr. Dly.	38 Arr. Dly.	430 Arr. Dly.	530 Arr. Dly.
FRANCIS	E539	FC			Yd.	AM 625	AM 915	AM 1040 37	PM 235	PM 830
A.T.S.F.										
ADA	E548	AD	114	6077	Yd.	614	859	1025	220	745
FITZHUGH	E558	FH	97	5181		601	845	1011	202 437	725
ROFF	E564	RF	71	3810	27	554	835	1004	129	715
SCULLIN	ES71	UJ	99	5268	14	545	825	953	120	701
MILL CREEK	E580	ML	102	5439	68	535	813	943	104	620
RAVIA	E592	RV	119	6343	22	517 739	748	927	1242	555
MADILL	E603	MA	115	6107	Yd.	469 738	730	909	1222 37	530
KINGSTON	E610	KT	101	5388	44				PM	
LAKESIDE	E620	LK	76	4041		439	1220 AM	849	1154	415
BARRY	E625	ZY	102	5415	6	432		842	1152	405
STALEY	E631	IT						831	1141	355
M.K.T. JCT.										
DENISON	E637	DN	108	5745	105	415 39		825	1135	348 437
S.P. JCT.										
No. SHERMAN JCT.										
SHERMAN	E644	SK			Yd.	350 AM		801 AM	1115 AM	315 PM
(97.4)						Lv. Dly. 34	Lv. Dly. 738	Lv. Dly. 38	Lv. Dly. 430	Lv. Dly. 530
(105.5)										

MPH

MAXIMUM SPEED 35
(except as noted)

Francis, turnout south end yard lead 25
MP 539-32 to MP 540-6 50
543-6 544-20 50
Ada, thru Interlocking 35
Until engine thru limits
MP 547-8 to MP 547-20 30
547-20 548-18 15
548-16 548-29 30
Ada, turnout south end siding 25
MP 551-30 to MP 552-3 50
554-26 556-20 50
Fitzhugh, turnout North end siding 25
MP 559-9 to MP 559-31 50
569-1 569-10 50
Scullin, turnout north end siding 25
MP 574-8 to MP 577-11 50
Mill Creek, turnout north end siding 25
MP 581-13 to MP 583-19 50
589-7 589-23 50
592 600 50
602-6 602-31 45
Madill, turnout both ends siding 25
MP 603 to MP 604-6 45
605-15 605-23 50
Kingston, turnout both ends siding 25
MP 621-18 to MP 623-24 50
630-3 630-38 30
Staley-M.K.T. Junction, turnouts
Red River Bridge 15
Northward trains until engine thru limits
MP 632-18 50
MP 633-6 to MP 636-2 45
634-31 634-33 30
Denison, turnout north end siding 25
M.K.T. connection 5
Until engine thru limits
MP 636-1 to MP 636-20 12

TRACKS AND/OR INDUSTRIES

Mile Sta. TPR Cap. Conn.

Denny 587.4 E568 87 Both
Ryder 584.5 E584 V8 54 Both
Bridge class of engines and derricks 63

TRAIN MEET SIGNS

ADA, MP 548-30 Northward Trains
Fitzhugh, MP 558-12 Southward trains
Trains on main track waiting for or to meet opposing trains will stop short of sign until opposing train reaches switch.

ABS: MP 539-9 to MP 604-6
CTC: 604-6 621-7
ABS: 621-7 635-9

First class trains move at restricted speed
MP 538-00 to MP 540-30
601-33 604-6
(900pm to 1000am)
636-5 636-16

Main track between these points may be used without protection against first class trains.

SL-SF trains will use M.K.T. track between Staley and M.K.T. Jct.
SL-SF trains will use Southern Pacific track between S.P. Jct., Denison and Sherman.
Train orders restricting southward trains holding main track at Lakeside will apply at "Stop" signal MP 620-14.
Sherman Sub. will use Fort Worth Sub. instructions for Sherman yard movement.

TRACK RESTRICTIONS

Ada: Ideal Cement Plant, engines must not be operated over track scales.
Ada Milling Company, engines must not be operated under shed.
Sherman: Northward trains departing until caboose over Grand Ave., 5MPH.
↓ Mill Creek: Highway 12

HOT BOX DETECTORS

MP 585-27
@ # 587-6
@ # 613-24

TIMETABLE NO. 1

**SAFETY KEY POINTS
ARE A MUST;
WE CAN'T JUST SAY,
"IN GOD WE TRUST".**

TIMETABLE NO. 1

Electric switch light on spring switch north end siding Denison shows an indication for southward trains only. Southward trains finding grade signal 6353 at "Stop" indication will approach this switch prepared to stop until engine man can observe and be governed by indication of this light. If switch light does not display green indication, stop will be made and switch examined before passing over.

No. 738 may be authorized by clearance at Madill.

14 FORT WORTH SUB—SOUTHWESTERN DIVISION

SOUTH						NORTH						
Second Class						Second Class						
Lv. Dly.	37	39	Miles	STATIONS	Station Number	TPR	Track Cap.			34	36	530
37	39	Sidings					Cars	Feet	Aux.	Arr. Dly.	Arr. Dly.	Arr. Dly.
PM	AM	AM		SHERMAN BCOR⊙	E644	SK			Yd.	AM	AM	AM
445	301	450	644.6	TOWER 1.1						350	601	1100
				T. P. 0.0								
				0.6								
				646.3	S.S.W. 0.8							
				647.1	STOCK TRACK 0.7		49	2630				
455	310	501	647.8	FRISCO JCT. 2.1		FJ				336	540	1045
459	314	505	649.9	SO. SHERMAN JCT. ①		SP				332	536	1040
514	330	620	657.7	DORCHESTER 7.8	E658	DT	91	4860	11	320	620	1027
525	340	530	664.8	GUNTER 7.1	E665	GQ	67	3574	41	310	503	1015
				8.8								
537	352	542	673.6	CELINA 6.1	E674	YI	67	3588	50	258	453	959
546	401	551	679.7	PROSPER 5.9	E680	QO	64	3412	42	248	444	950
555	410	601	685.6	FRISCO 14.3	E686	FS	67	3574	76	238	435	940
614	430	620	699.9	BLISS 0.6	E700	ZV	86	4597		218	415	920
				CARROLLTON 0.0	E701	YN						
				M.K.T. 0.0								
				S.S.W.								
621	437	627	704.2	GRIBBLE 3.7	E704	GB	48	2563		208	406	910
645	501	645	710.7	IRVING BC⊙Y	E711	IR	79	4237	Yd.	155	355	900
				720.9	DALLAS (Pser. Depot) 2.6							
				723.5	EAST DALLAS	P722	DA					
				710.7	IRVING BC⊙Y	E711	IR	79	4237	Yd.		
				735.6	NO. FT. WORTH ①		NF		Yd.			
1010	1000	1000	741.2	FT. WORTH BCORT⊙	E741	FW			Yd.	1201	230	700
Arr. Dly.	Arr. Dly.	Arr. Dly.								Lv. Dly.	Lv. Dly.	Lv. Dly.
437	37	39		(66.1) Southward trains are superior to						34	38	530
				(96.6) Northward trains of the same class								

MPH

MAXIMUM SPEED

(except as noted)	49
Sherman, over derail switch	15
MP 844-15 to MP 846-27	15
Tower 16, thru interlocking	35
Frisco Jct., thru turnout	30
So. Sherman Jct., thru turnout	30
Until engine thru limits	
MP 697 to MP 701-23	20
MP 701-23 to MP 705-2	40
MP 708-14 to MP 708-29	30
Irving, over crossings not protected by flashers	30
Until engine thru limits	
MP 709-24 to MP 710-28	15
Dallas, within the limits of the Union Terminal Company:	
No. Jct. to No. Tower	15
No. Tower to So. Tower	10
So. Tower to double track jct.	
Cadix Street	15
Double Track Jct. to A.T.S.F.	25
Thru crossovers and turnouts	10
Depot and shed tracks	8
No. Ft. Worth, move at restricted speed thru connecting track, not exceeding	10
Ft. Worth, over street crossings	18
Spring switch at north end of yard	15
Belt Jct., north leg of wye	10
South leg of wye	15
Yard limits: Tower 16 to Frisco Jct. So. Sherman Jct. to MP 651	

HOT BOX DETECTORS

- ⊙ * MP 688-7
- ⊙ * MP 680-22

TIMETABLE NO. 1

SL-SF trains will use Southern Pacific track between S.P. Jct., Denison, and Tower 16 and between Frisco Jct. and So. Sherman Jct.

Northward trains will not require clearance at Tower 16.

Sherman Yards, when handling 70-foot or longer cars, 5 MPH.

Normal position of spring switch derail south end Sherman yard lined for derailling southward movements.

Spring switch north end Sherman Yard equipped with electric light; yellow indication lined for No. 1 track, green indication lined for No. 2 track.

Cars will not be kicked or cut off in clear tracks while moving south in Sherman Yard, but will be moved to a stop and sufficient hand brakes set before uncoupling. Not less than two (2) cars with good hand brakes set will be required in any track when cars with rider are kicked or cut off in such tracks. Cars will not be kicked or cut off without rider unless track is occupied by cars with sufficient hand brakes set, not less than five (5) cars in one cut.

Sherman: over scale 4 MPH

Sherman: engines must not be operated over track scales, No. 219-3 track, Quaker Oats Co.

FORT WORTH SUB—SOUTHWESTERN DIVISION 15

When switching South Lead Sherman Yard, air will be cut in on cars as follows

When handling	Cut air in
7 to 10 cars	3 cars
11 to 15 cars	6 cars
16 to 20 cars	9 cars
21 to 25 cars	12 cars
26 to 30 cars	16 cars

Northward trains will require clearance at Irving.

Southward trains will require C.R.I.P. clearance at Irving from SL-SF operator.

Trains use C.R.I.P. tracks between No. Ft. Worth and No. Jct. Dallas.

Trains use Union Terminal tracks between No. Jct. and Santa Fe Jct., Dallas.

North wye switch Irving will be left lined as last used.

S.S.W. end of connecting track No. Ft. Worth equipped with spring switch. Signal governing facing point movements over this switch will display:

Yellow indication lined for S.S.W. main track.

Lunar indication lined for connecting track.

Spring switch may be left as last used.

Spring switch north end Ft. Worth Yard equipped with electric light; green indication lined to City Lead; yellow indication lined to No. Ft. Worth.

Trains use A.T.S.F. tracks between Santa Fe Jct. and East Dallas and between Belt Jct. and Birds, Ft. Worth.

Trains use S.S.W. tracks between junction of SL-SF and S.S.W. track at No. Ft. Worth and point near NE 29th Street opposite Temple Grain Company and will move at restricted speed.

Ft. Worth: movements on sidings and other auxiliary tracks, over public crossings protected by automatic crossing signals, unless signals are operating.

Ft. Worth: Hemphill Street, until engine or lead car over crossing...10 MPH

TRACKS AND/OR INDUSTRIES

	MIle	Sta.	Cap.	Conn.
Collin	692.4	E692	24	South
Hebron	694.8	E695	18	Both

Bridge class of engines and derricks

Sherman - Irving	56
Dallas - Ft. Worth	53.8

QUANAH, ACME AND PACIFIC RAILWAY COMPANY

WEST						EAST					
Second Class						Second Class					
QSF Lv. Dly.	QLA Lv. Dly.	Miles	STATIONS	Station Number	TPR	Track Cap.			CTB Arr. Dly.	3310 Arr. Dly.	
						Sidings	Cars	Feet			Aux.
PM	PM		QUANAH OBY⊙⊙⊙⊙⊙	G723	QU	66	3399	Yd.	PM	AM	
700	355	723.3	5.5						1045	330	
709	404	728.8	ACME 0.1	G729	AQ	31	1561	Yd.	1030	155	
			F.W.D. 10.2								
723	418	739.1	LAZARE 13.9	G739		31	1580		1017	141	
742	437	753.0	SWEARINGEN 13.1	G753	UW	94	4748		1001	121	
800	455	766.1	PADUCAH 10.2	G766	PH	46	2320	150	941	104	
									AM	AM	
820	509	776.3	NAROISSO 10.4	G776	NQ	81	4062		928	1249	
834	523	786.7	SUMMIT 5.6	G787		43	2161		915	1235	
842	531	792.3	RUSSELLVILLE 10.4	G792		28	1422		908	1227	
856	545	802.7	ROARING SPRINGS 15.9	G803	RZ	81	4076	45	856	1212	
918	607	818.5	DOUGHERTY 6.8	G819	DY	56	2839	93	819	1150	
927	616	825.3	BOOTHE SPUR 7.9	G825		16	841	43	810	1141	
1000	700	833.2	FLOYDADA C⊙OY⊙	G833	FL	26	1323	Yd.	800	1130	
Arr. Dly.	Arr. Dly.		(109.9)						Lv. Dly.	Lv. Dly.	
QSF	QLA		Westward trains are superior to						CTB	3310	
			Eastward trains of the same class								

MAXIMUM SPEED

(except as noted)	49
Quanah, through interlocking	20
MP 728-16 to MP 728-25	20
Acme, through interlocking	20
MP 745-21 to MP 748-18	30
747-25	45
748-3	45
Until engine thru limits	
MP 765-25 to MP 766-24	35
MP 774-8 to MP 775-13	45
778-26	40
780-30	40
782-32	40
783-30	45
785-5	45
793-1	45
794-1	45
810-4	45
808-14	45
814-10	45
Until engine over crossings	
MP 832-10 to MP 832-23	15

SL-SF rules and instructions will govern.

Quanah: Highway 283

TRACK RESTRICTIONS

Acme: Do not put engine over hydraulic lift east and west spur track

TRACKS AND/OR INDUSTRIES

	MIle	Sta.	Cap.	Conn.
McBain	810.7	G811	24	East

HOT BOX DETECTORS

- ⊙ * MP 807-4

Bridge class of engines and derricks...53

TIMETABLE NO. 1

16 ARKINDA-ARDMORE SUB—SOUTHWESTERN DIV

SOUTH				NORTH						
Second Class		Miles	STATIONS	Station Number	TPR	Track Capacity			Second Class	
739 Leave Daily	739 Leave Daily					Sidings	Cars	Feet	Aux.	738 Arrive Daily	738 Arrive Daily
	AM 801	620.2	LAKE SIDE	E 620	LK	80				AM 1220
	840	632.9	DURANT	J 633	DU	34		95		1155
		632.9	M.K.T.							
		633.0	T.P.							
	1005	663.8	BOSWELL	J 664		25		21		1045
PM 230	1100	684.9	HUGO BOY	559	HU			Yd.	PM 200	1000
		685.2	ARTHUR SUB							
305		700.2	FORT TOWSON	J 700	FV	26		17		105
		710.0	T.O.E.							
330		710.2	VALLIANT	J 710	VA			Yd.		1230
415		728.0	IDABEL	J 728	ID	32		152		1140
445		739.4	HAWORTH	J 739				48		1100
515		751.1	ARKINDA	J 751	AA	22		47		1040
535		757.3	FOREMAN	J 757	FO			47		1020
		772.9	K.C.S.							
620		773.3	ASHDOWN	J 773	AW	34		97		935
		773.4	G.N.A.							
		805.4	M.P.							
900		805.5	HOPE	J 806	HP			Yd.		800
Arrive Daily 739	Arrive Daily 739	(64.7)							Leave Daily 738	Leave Daily 738

MAXIMUM SPEED 35 MPH (except as noted)

MP 622-10 to MP 622-20 20
 Until engine thru limits
 MP 631-20 to MP 633 15
 635-20 to MP 636 20
 MP 727-20 to MP 728 30
 Until engine thru limits
 MP 772-20 to MP 773 20
 MP 793-10 to MP 793-11 10
 804-20 L&A Lead 8
 Bridge class of engines and derricks
 Hope - Hugo 45
 Hugo - Lakeside 53
 Madill - Ardmore 42.4

Arcoo spur: both legs wye, Highway 32
 Nekroosa-Edwards Spur: Highway 32
 Hope: 3rd St. and 6th St.

TRACK RESTRICTIONS

Idabel: Do not use Oil Mill Track east of seed house.
 Arcoo: Restrict speed to 10 MPH, all tracks.
 Ashdown: Restrict speed to 5 MPH, auxiliary tracks.

TRACKS AND/OR INDUSTRIES

Mile	Sta.	Cap.	Conn.
Mead	624.9	J625	20 Both
Pirtle	639.5	J640	30 North
Bokelito	647.1	J647	31 Both
Bennington	653.5	J654	28 Both
Soper	673.7	J674	18 Both
Sawyer	693.4	J693	32 Both
Millerton	715.1	J715	28 Both
Garvin	719.6	J720	25 Both
Kull	735.0	J736	10 Both
Bokhoma	744.0	J744	5 South
Arcoo	755.4	J755	2.8 Mi Wye
Red Bluff	783.3	J783	7 North
Orton	785.3	J785	41 Both
McNab	791.2	J791	30 Both

Trains entering CTC at Lakeside will not require clearance.
 Ardmore Sub trains will use Sherman Sub between Lakeside and Madill.

TIMETABLE NO. 1

CHICKASHA SUB—SOUTHWESTERN DIVISION 17

WEST				EAST							
Second Class		Miles	STATIONS	Station Number	TPR	Track Cap.			Second Class		
3211 Lv. Daily Ex. Sat.	QSF Lv. Daily					QLA Lv. Daily	Sidings	Cars	Feet	Aux.	3210 Arr. Daily	3212 Arr. Daily Ex. Sun.	CTB Arr. Daily
PM 930	155	1130	539.5 OKLAHOMA CITY	G540	OC			Yd.	145	630	345
			542.8 A.T.S.F.								
1107	220	1152	553.9 MUSTANG	G554	UB	85	4293	24	110	353	302
1130	232	1203	562.8 TUTTLE	G563	TT	30	1518	45	1257	333	250
1140	240	1209	567.5 SOONER	G567	UU	102	5108		1250	321	242
			580.5 C.R.I.P.								
1230	258	1227	580.8 CHICKASHA	G581	CC	43	2197	139	1227	268	220
1240	307	1235	586.9 NORGE	G587		34	1745		1201	235	208
101	324	1252	599.5 CEMENT	G600		37	1856	15	1144	219	150
140	331	101	605.0 CYRIL	G605	CR	41	2056	211	1135	101	140
CTB	3212		605.0							140	3211
150	338	109	610.6 FLETCHER	G611	TC	89	4459	28	1055	1148	125
200	344	144	614.6 ELGIN	G615	EG	31	1897	26	1047	1143	119
215	358	127	625.5 FORT SILL	G626	FI	39	1954	76	1030	1125	104
			629.7 O.R.I.P.								
230	406	133	630.2 LAWTON	G630	LT			Yd.	1020	1119	1256
259	425	151	643.9 CAOHE	G644	EZ	88	4445	35	947	1040	1236
			664.1 ENID SUB								
325	452	217	664.4 SNYDER	G664	SN			Yd.	917	1014	1208
			676.0 HEADRICK								
350	507	232	676.0	G676	HK	41	2069	23	900	954	1155
			686.6 M.K.T.								
411	524	248	687.2 ALTUS	G687	AS	33	1695	Yd.	840	934	1140
			688.1 A.T.S.F.								
424	537	301	695.5 OLUSTEE	G695	OU	31	1873	44	825	914	1127
446	601	325	709.4 ELDORADO	G709	ED	31	1685	116	806	850	1105
458	613	337	717.1 CARNES	G717	EJ	40	2017		755	840	1054
510	645	347	723.3 QUANAH	G723	QU			Yd.	745	830	1045
AM	PM	AM	(183.5)						AM	PM	PM

MAXIMUM SPEED 49 MPH (except as noted)

MP 539-25 to MP 544-25 25
 Over Bridge 557.9 40
 When handling car with gross weight over 220,000 pounds—Bridge 557.9 30
 Until engine thru limits
 MP 580-15 to MP 582-11 20
 MP 591-28 to MP 592-1 40
 593-30 40
 597-8 40
 597-22 40
 Until engine thru limits
 MP 628-31 to MP 631-20 25
 680-10 30
 688-3 20
 703-6 35

Move at restricted speed on C.R.I.P. tracks Oklahoma City, Fort Sill & Lawton.
 Trains will use Q.A.P. tracks between Red River and Quanah. SL-SF rules will govern.
 Bridge alignment detector on Bridge 629.9 and indicator located MP 629-31, Lawton, indicator normally displays green indication for movement over bridge. When red indication or no light displayed train will stop short of bridge and know bridge is safe before passing over.

HOT BOX DETECTORS
 @ * MP 580-28
 @ * 684-10

TRACK AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Lillard Pk.	545.3	G545	10	Yd. Both
Wheatland	549.3	G549	UD	59 Both
Amber	572.7	G673	35	Both
Taupa	636.7	G637	TP	31 Both
Indianahoma	652.0	G652	35	Both
Odetta	658.2	G658	31	Both
Lige	668.2	G668	2	East
Hightower	682.7	G683	31	Both
Eagle-Picher	700.1	G700	5	East
Creia	702.7	G703	31	Both

Bridge class of engines and derricks 58

Spur MP 547-7: Highway 152
 Spur MP 548-18: Dayton lead, S.W. 29th St.
 Ft. Sill: Highways 62, 281 & 277
 Altus: Spur track Highway 62
 Quanah: Highway 283

Oklahoma City:
 @ G C.R.I.P., Freight House Lead
 @ G C.R.I.P., Oil Mill Lead
 @ G C.R.I.P., West Leg Wye

Lawton:
 @ G C.R.I.P., Industry track
 Yard Limits: Oklahoma City to Wheatland

TIMETABLE NO. 1

18 FORT SMITH SUB—SOUTHWESTERN DIVISION

SOUTH		BRIDGE CLASS OF ENGINES AND DERRICKS . . . 53							NORTH	
Third Class	Class Second	Miles	STATIONS	Station Number	TPR	Track Capacity			Second Class	Third Class
3711 Leave Mon. Wed. Fri.	731 Leave Daily					Cars	Feet	Aux.	730 Arrive Daily	3710 Arrive Tues. Thur. Sat.
AM 700	PM 1115	282.0	MONETT BOOR	282	MO				AM 100	AM 1039
720	1130	285.0	WIGHTMAN	285		53	2698		1245	1029
735	1140	289.6	PURDY	290	PU	40	2041	32	1235	1019
745	1150	294.8	BUTTERFIELD	295		54	2705	23	1225	1009
759	1214	300.6	EXETER	301	EX	52	2609	25	1214	959
819	1237	312.8	SELIGMAN	313	SL	58	2914	68	1152	939
834	1250	319.7	GARFIELD	320		40	2005	19	1140	924
859	118	332.0	BENTONVILLE JOT	333	RG				1115	859
		332.7	ROGERS	338	IW	45	2260	25		
		338.0	LOWELL	343	SD				1040	745
1015	148	343.1	SPRINGDALE	347		35	1870	7		
		347.4	JOHNSONS	352	FA				1005	700
1100	218	352.4	FAYETTEVILLE	358	GL	57	2874		938	
	233	357.8	GREENLAND	367	EP	55	2789		920	
	253	367.0	OLARY	375	WW	42	2142	15	905	
	308	374.7	WINSLOW	381	UV			24	840	
	320	381.0	SCHABERG	386		42	2142	27	830	
	330	386.1	CHESTER	408	VB	56	2847		745	
	410	408.3	COOP	410					730	
	415	409.9	VAN BUREN	415						
		410.4	M.P.	410.6						
		410.6	BRIDGE	414.1						
		414.1	M.P.	415.4						
		415.4	FORT SMITH							

Regular trains may be authorized by clearance at Van Buren. No. 731 will register at Fayetteville.

MPH	MAXIMUM SPEED
45	MP 282-5 to MP 282-11
40	MP 325-5 to MP 327-5
25	Until engine thru limits MP 331-37 to MP 333-12
15	MP 343-8 to MP 349-13
10	MP 352-14 to MP 352-26
30	353-34 to 354-21
40	358-7 to 358-35
30	358-35 to 358-37
40	358-37 to 370-27
30	370-27 to 370-32
40	370-32 to 371-22
35	371-22 to 371-30
40	371-30 to 374-24
15	374-24 to 375-22
25	Southward trains Winslow to Schaberg when average weight exceeds 40 tons per car.
35	MP 375-22 to MP 383-35
40	MP 386-36 to 400-23
20	Until engine thru limits MP 408-25 to MP 410-2
15	MP 410-2 to MP 411-15
20	Until engine thru limits MP 411-15 to MP 415
10	MP 415 to MP 415-26
34	ABB: MP 374-35 to MP 380-34
3	CTC: 410-20 to 412-3

Fort Smith Sub trains originating at Fort Smith will not require clearance.

TIMETABLE NO. 1

TRACK RESTRICTIONS

Rogers: Daisy Spur, do not drop or kick cars into spur track. Trainmen must work on east side of track and not ride cars entering building. Cars not spotted will be left north of derail.

Van Buren: Do not use engine beyond street crossing, Spencer Spur.

4 Rogers: Highway 62

4 Bentonville: Highway 71

4 Fayetteville: Highway 71

4 Fayette Jct.: Highway 71

4 Fort Smith: North "P" Street between 7:00 AM-8:30 AM and 3:30 PM-5:00 PM except Sat. and Sun.

TRACKS AND/OR INDUSTRIES

Mile	Sta.	Cap.	Conn.
Washburn	308.9	307	42 Both
Gateway	314.8	315	18 Both
Aroca	327.1	327	86 Both
Efay	351.9	352	74 Both
Fayette Jct.	354.3	354	Yd Wye
West Fork	362.9	363	41 Both
Mountainburg	390.2	390	49 Both
Ball	401.6	402	57 Both

BENTONVILLE BRANCH—FT. SMITH SUB

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. No.	TPR	Trk. Cap.
332.0	Bentonville Jct.	Y			Yd.
337.7	BENTONVILLE	338	B338	BZ	74

MAXIMUM SPEED 20 MPH
Yard Limits: entire branch

ARTHUR SUB—SOUTHWESTERN DIVISION 19

SOUTH		BRIDGE CLASS OF ENGINES AND DERRICKS . . . 53							NORTH	
Third Class	Second Class	Miles	STATIONS	Station Number	TPR	Track Capacity			Second Class	Third Class
1357 KCS Leave Daily Ex. Sun.	3811 Leave Mon. Wed. Fri.					Cars	Feet	Aux.	3810 Arrive Tues. Thur. Sat.	1356 KCS Arrive Daily Ex. Sun.
AM 1045	PM 1105	415.4	FORT SMITH	415	FX				PM 130	
		416.1	T.P. JCT							
		416.7	K.C.S.							
		417.0	M.P.							
		417.1	K.C.S.							
		417.1	S.F. JCT						1215	AM 700
215	1120	423.5	CEDARS	424	NJ	50			1201	PM 645
230	1135	429.3	JENSON	429	JE	37	Yd.		1150	PM 630
245	1150	436.6	CAMERON	437		32	20		1135	PM 615
		443.6	K.O.S.							
320	1225	444.5	POTEAU	445	PT	30	101		1120	AM 600
		453.0	C.R.I.P.							
		453.0	WISTER	453	WT	36	32		1027	
		478.9	COMPTON	479		16			945	
		483.6	TALIHINA	484	TI	15	87		935	
		506.7	CLAYTON	507		40	18		830	
		522.6	DUNBAR	523		50			800	
		541.6	ANTLERS	542		28	45		730	
		556.2	GOOD	556	GW		28		705	
		559.0	HUGO	559	HU		Yd.		700	
		559.3	ARKINDA SUB							
		569.1	ARTHUR CITY	569		37				
		582.8	BETNER	583	BT		Yd.			
		583.8	PARIS	584	PR		Yd.			
		584.3	S.P.							

MAXIMUM SPEED 45 (except as noted)

Until engine thru limits

MP 415-26 to MP 417-32 20

MP 427-26 to MP 428-11 25

429-1 428-25 25

Mile 443.6 until engine over crossing 20

Until engine thru limits

MP 443-29 to MP 445-18 15

MP 477-5 to MP 480-28 30

Southward trains until engine thru limits:

MP 483-22 to MP 483-29 20

MP 501-15 to MP 527-9 35

528-2 530-7 30

Until engine thru limits

MP 558-10 to MP 559-9 20

MP 559-9 to MP 559-14 5

559-14 559-20 20

Over Red River Bridge 568.8 15

MP 571 to MP 584 35

4 Ft. Smith: North "Y" St. to Garrison Ave. inclusive, unless crossing signals operating.

4 Ft. Smith: Highway 45 & 371.

4 Paris: Bonham and Graham Sta.

No. 3810 & No. 1356 will register at S.F. Jct.

Yard Limits: Good to Paris.

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Bashe	421.0	421	22	Both
Rock Island	431.7	432	RI	12 Both
Leflore	468.6	469		8 Both
Albion	490.3	490	28	Both
Moyers	533.4	533	5	Both
Grant	564.0	564	22	Both
Powderly	573.3	573	22	Both
Camp Maxey	575.6	576	12	South

CENTRAL BRANCH—ARTHUR SUB

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. No.	TPR	Trk. Cap.
429.3	JENSON	Y	429	JE	Yd.
431.0	HACKETT		B431		Yd.
438.7	MONTREAL		B439		Yd.
440.2	MIDLAND		B440		Yd.
444.0	CENTRAL		B444	KB	Yd.

MAXIMUM SPEED 15
Yard Limits: entire branch.

TIMETABLE NO. 1

WEST Second Class	Miles	STATIONS	Station No.	TPR	Track Capacity		EAST Second Class
					Sidings	Aux.	
					Cars		
637 Lv. Daily							638 Arr. Daily
PM 400	426.9	CHEROKEE YD. BCTY ②③	G426	CY		Yd.	AM 900
425	433.6	FISHER 6.7	Z434	FP	48	7	835
450	445.8	MANNFORD 12.2	Z446	VU	108	7	819
	455.4	TERLTON 9.6	Z455			24	
	460.9	M. K. T. 5.5					
525	461.5	HALLET 0.6	Z462	HL		40	751
	469.3	OASEY 7.8	Z469			48	
	471.6	A. T. S. F. 2.3					
615	478.0	PAWNEE 6.4	Z478	PW	58	95	714
	479.7	A. T. S. F. 1.7					
630	485.5	LELA 5.8	Z485	IL	49	9	659
640	490.6	MORRISON 5.1	Z491	VK	48	57	649
653	497.1	SUMNER 6.5	Z497	OH	46	23	626
	502.7	A. T. S. F. 5.6					
	508.7	A. T. S. F. 6.0					
	508.7	A. T. S. F. 0.1					
720	508.8	PERRY 4.7	Z509	PY	34	128	548
	513.5	GANSEL 4.9	Z514			23	
740	518.4	LUOEN 8.3	Z518	LZ	40	49	527
758	526.7	COVINGTON 6.6	Z527			32	512
	533.3	A. T. S. F. 0.7					
810	534.0	FAIRMONT 4.7	Z534	FM	48	24	457
	538.7	SHEA 4.3	Z539				36
	543.0	A. T. S. F. 0.1					
835 PM	543.1	STEEN (116.2)	K584	XT			440 AM
Arr. Daily 637							Lv. Daily 638

MPH

MAXIMUM SPEED	45
(except as noted)	
Cherokee Yard—slip switches.....	10
MP 425-15 to MP 432	30
457	35
470-15	25
507-15	20
509-15	25
519-15	25
Until engine thru interlockings	
Mile 460.9	20
471.6	20
479.7	20
502.7	20
533.7	20

HOT BOX DETECTORS
MP 434-28

TRACK RESTRICTIONS

Morrison: Loading Spout east end of house track will not clear man on top or side of car or engine.

Trains will secure clearance at Enid authorizing movement east from Steen and will not require clearance at Steen.

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	Cap.	Conn.
Kengle	428.0		20	Both
Price	428.6		147	Both
Shirk	432.0		20	Both
Callaban	525.3	Z526	40	Both

Perry Sub will use Beaumont Sub between Steen and Enid.

Bridge class of engines and derricks.....53

WEST Third Class	Miles	STATIONS	Station No.	TPR	Track Capacity		EAST Third Class
					Sidings	Aux.	
					Cars		
1341 ATSF Lv. Daily							1340 ATSF Arr. Daily
AM 500	544.9	ENID BCORY ②③	K586	EN		Yd.	AM 1145
515 AM	548.1	BLANTON 3.2	Z548				1130 AM
	549.8	JONAH 1.7	Z550			46	
	554.5	CARRIER 4.7	Z555	YR		56	17
	562.8	GOLTRY 8.3	Z563	GO		46	44
	569.3	HELENA 6.5	Z569	HF		49	44
	574.4	MOWILLIE 5.1	Z574				68
	580.2	A. T. S. F. 5.8					
	580.5	CARMEN 0.3	Z581	YE		52	49
	588.6	DACOMA 8.1	Z589	DC		51	43
	595.0	HOPETON 3.4	Z595	IH			44
	601.9	AVARD 6.0	Z602	AV		58	99
Arr. Daily 1341		(57.0)					Lv. Daily 1340

MAXIMUM SPEED	25
(except as noted)	
Blanton, over switch.....	20
A.T.S.F. trains will not register nor require clearance at SL-SF office, Enid.	
A.T.S.F. trains will not require clearance at Blanton.	
C.R.P. trains will not require clearance at Carmen unless train order signal displays stop indication.	
Bridge class of engines and derricks.....	53

Between Enid, MP 546-12, and Blanton, MP 548-3, movement of trains will be as prescribed by Rules 261 and 264. Trains finding signals displaying stop indication, after waiting 15 minutes, may proceed through the block when preceded by a flagman a sufficient distance to insure full protection against opposing trains. A.T.S.F. train finding switch indicator Blanton displaying stop indication will wait five minutes, then if no train is approaching, open switch and be governed by signal indication.

Block indicator located MP 546-19 governs movement to main track. Trains entering main track from west and Avard siding, Enid, finding block indicator displaying stop indication, after waiting five minutes, may proceed through the block when preceded by a flagman sufficient distance to insure full protection against opposing trains.

WITH AN UNSAFE ACT

AND AN UNSAFE CONDITION,

THE HAZARD PLOT

IS SURE TO THICKEN

22 BEAUMONT SUB—SOUTHWESTERN DIVISION

SOUTH			NORTH							
Second Class			Second Class							
637 Leave Daily	4311 Leave Daily Ex. Mon.	Miles	STATIONS	Station Number	TPR	Track Capacity			4310 Arrive Daily Ex. Sun.	638 Arrive Daily
						Cars	Feet	Aux.		
	AM 600	458.2	BEAUMONT . . . Y ⊙	F 458	BM			Yd.	PM 400	
	730	500.4	WINFIELD . . . ⊙ ⊗	K 500	WF	19		132	215	
		500.5	A.T.S.F. . . . ⊙							
		501.0	A.T.S.F. . . . ⊙ ⊗							
	805	514.7	ARKANSAS CITY . . . ⊙ ⊗	K 515	AG			Yd.	1255	
	1000	537.9	BLACKWELL . . . ⊙ ⊗	K 538	BK	28		288	1000	
	4310								4311	
		538.2	A.T.S.F. . . . ⊙ ⊗							
		538.9	A.T.S.F. . . . ⊙							
	1055	555.5	LAMONT . . . ⊙	K 555	TK	34		45	856	
		576.5	C.R.I.P. . . . ⊙ ⊗							
		538.8	A.T.S.F. . . . ⊙ ⊗							
PM 835	PM 1225	583.9	STEEN . . . ⊙	K 584	XT				740	AM 440
		585.0	C.R.I.P. . . . ⊙ ⊗							
		585.7	ENID BOOR OY ⊙	K 586	EN			Yd.	730	AM 430
Arrive Daily 637	Arrive Daily Ex. Mon. 4311								Leave Daily Ex. Sun. 4310	Leave Daily 638

MPH
MAXIMUM SPEED 30
(except as noted)

Until engine thru limits
MP 500 to MP 500-15 15
MP 501-15 to MP 502-15 20
504 511 25
Until engine thru limits
MP 513 to MP 515-15 15
537-15 539-15 10
MP 539-15 to MP 577 25
Until engine thru limits
MP 583-15 to MP 585-15 25
MP 585-15 to MP 586-15 10
Interlocking, until engine thru
Mile 501.0 20
Mile 585.0 20
Trains will not require clearance at Beaumont.

Beaumont Sub trains will use Wichita Sub main track at Beaumont.

Northward trains will not require clearance at Winfield.

Trains will not require clearance at Steen.

Trains desiring to move out of Mill Track, Winfield, will stop at dwarf signal and communicate with A.T.S.F. dispatcher for instructions. Upon instructions from dispatcher, or in the event of failure of communication, trainman will reverse switch and dwarf signal should indicate proceed, if route is clear. If either SL-SF home signal displaying proceed indication, when switch reversed, dwarf signal will display stop indication and will be two minutes before it displays proceed indication.

Arkansas City: Canal Track—When movement to be made over crossing, train will stop short of home signal and member of crew will operate push button located near the signal, which indicates to the dispatcher train desires to move over the crossing. If home signal does not promptly display proceed indication, communicate with A.T.S.F. dispatcher

for instructions by means of telephone near the crossing. If communication fails, member of crew will operate emergency push button time release located in box near the crossing.

- ⊙ Winfield—9th Ave.
- ⊙ Blackwell—West Blackwell Ave.
- ⊙ Enid—Oak Ave. (City tracks)
- Walnut Ave. (City tracks)
- Jefferson St. (4 north tracks)

TRACK RESTRICTIONS

Winfield: Do not switch Duck Track with more than one unit.

Prague Spur, Enid, air must be coupled and working on all cars handled in and out of this track. Cars left on this track between turnout and Third Street must have hand brakes set. Before coupling into or cutting off cars left at this location, hand brakes must be set on all cars.

Enid: Do not put engine over car unloader on track No. 1, Elevator Z.

Track scales must not be operated over except during weighing operations.

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Latham	470.9	K471	JC	30	Both
Atlanta	480.8	K481	AP	24	Both
Erie	520.3	K520		35	Both
Middleton	523.9	K524		21	Both
Bender	525.8	K528		20	Both
Peckham	529.0	K530		40	Both
Grainville	534.2	K534		11	South
Eddy	549.4	K549	EY	36	Both
Salt Fork	560.3	K560		32	Both
Hunter	566.9	K567	IU	93	Both
Breckenridge	577.0	K577	ZQ	40	Both

Bridge class of engines and derricks. 58

Yard limits: Beaumont to Winfield.

TIMETABLE NO. 1

ENID SUBDIVISION—SOUTHWESTERN DIVISION 23

SOUTH			NORTH							
Third Class			Third Class							
4413 Leave Mon. Wed. Fri.	4411 Leave Daily Ex. Sat.	Miles	STATIONS	Station Number	TPR	Track Capacity			4410 Arrive Daily Ex. Sun.	4412 Arrive Tues. Thur. Sat.
						Cars	Feet	Aux.		
	AM 500	585.7	ENID BOOR OY ⊙	K 586	EN			Yd.	PM 630	
	540	597.2	DRUMMOND . . . ⊙	K 597	DR	35		27	530	
	605	606.7	AMES ⊙	K 607	AO	90		54	505	
		640	OKENE ⊙ ⊗	K 618	OE	36		93	435	
		619.0	C.R.I.P. ⊙ ⊗							
	1140	629.4	SOUTHARD . . . ⊙ ⊗	K 629	SU	30		120	401	
	PM 1215	640.2	EAGLE CITY	K 640		42			1215	
	1259	658.1	THOMAS ⊙ ⊗	K 658	LA	58		80	1115	
	120	666.2	FOLEY	K 666	FB				1055	
		130	CUSTER CITY . . . ⊙ ⊗	K 668	YU	47		125	1045	
		155	EWING	K 679	EI				1006	
		679.7	C.R.I.P. ⊙ ⊗							
AM 900	210	680.6	CLINTON ⊙ ⊗	K 681	CZ	33		210	AM 1001	AM 1000
	PM 925	690.0	BESSIE ⊙	K 690	ZJ	53		174	AM 935	
	1001	696.8	CORDELL ⊙ ⊗	K 697	CQ	29		132	920	
		1050	716.8	HOBART ⊙ ⊗	K 717	HB	34	174	835	
			716.9	C.R.I.P. ⊙						
	PM 1201	744.1	SNYDER ⊙ ⊗	G 664	SN			Yd.	730	
		744.1	OHICKASHA SUB							
	1240	763.4	FREDERICK . . . ⊙ ⊗	K 763	FD	36		288	630	AM
		763.9	M.K.T. ⊙							
		774.2	DAVIDSON ⊙	K 774	DV			Yd.		
Arrive Mon. Wed. Fri. 4413	Arrive Daily Ex. Sat. 4411								Leave Daily Ex. Sun. 4410	Leave Daily Ex. Tues. Sat. 4412

MPH
MAXIMUM SPEED 35
MP 618-6 to MP 619-3 25
629-14 666-6 30
678-28 774-3 30
(except as noted)
MP 585-2 to MP 586-6 10
Until engine thru limits:
MP 586-6 to MP 587-24 25
Over Bridge 652.8 25
Foley, southward trains approach at restricted speed expecting to find spring switch occupied. A.T.S.F. southward trains over spring switch 25
Ewing, northward trains approach at restricted speed expecting to find spring switch occupied. SL-SF northward trains over spring switch 25
Until engine thru limits, north trains:
MP 680-20 to MP 680-21 10
Until engine thru limits:
MP 716-14 to MP 717-14 25
Hobart, over 3rd, 4th, and 5th Streets . . . 25
Until engine thru limits:
MP 762-10 to MP 764-6 10
Southward A.T.S.F. trains will secure SL-SF clearance at A.T.S.F. station Thomas and will not require clearance at Foley.
No. 4410 will register at Foley.
No. 4411 will register at Ewing.
Northward A.T.S.F. trains will secure SL-SF clearance at Clinton and will not require clearance at Ewing.
Clinton: SL-SF movements over C.R.I.P. will not require train order authority.

Signal indicates position of spring switches Foley, MP 666-2, and Ewing, MP 679. Green when lined for SL-SF. Yellow when switched lined for A.T.S.F.

TRACK RESTRICTIONS

Southard: When switching U.S.G. plant with more than one unit, do not put engine beyond frog on any track except spur track leading out of Mill Lead and Panel Board track.

Soboda Spur: Do not put engine beyond 50 feet from clearance point.

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Imo	592.3	K592		42	Both
Piper	613.5	K613		20	Both
Darrow	623.0	K623		14	North
Gyp	627.1	K627		11	Both
Carleton	633.3	K633		58	Both
Fay	649.7	K650		39	Both
Cody	653.0	K652		17	North
Apache	675.6	K676		90	Both
Fransen	683.5	K683		19	Both
Rocky	707.4	K707	RY	100	Both
Babbs	722.3	K722		24	Both
Roosevelt	729.5	K729	RB	94	Both
Cold Springs	734.0	K734		20	Both
Soboda	740.0	K741		4	North
Mountain					
Park	741.5	K742	MP	42	Both
Taylor	748.0	K748	TL	36	Both
Manitou	755.0	K755	TS	30	Both
Hinkle	759.4	K759	IE	38	Both
Yard limits: Frederick to Davidson					
Bridge class of engines and derricks					58

TIMETABLE NO. 1

WEST		EAST						
Second Class	Miles	STATIONS	Station Number	TPR	Track Capacity			Second Class
					Cars	Feet	Aux.	
337 Lv. Ex. Sun.								330 Arr. Dly. Ex. Sun.
1030 AM	401.4	NEODESHA	F401	NA			Yd.	1130 PM
	401.5	M. P. 0.1						
	414.0	A.T.S.F. & M.P. 12.5						
		0.0						
	1050	FREDONIA	F414	FR	64	3506	Yd.	1040
	1120	FALL RIVER	F426	FU	79	4281	17	1015
	438.6	A.T.S.F.						
		0.0						
	1150 PM	SEVERY	F439	SV	26	1430	24	955
1255	458.5	BEAUMONT RY	F458	BM	17	920	Yd.	920
	483.6	A.T.S.F.						
		0.4						
	148	AUGUSTA	F484	AG	48	2596	Yd.	815
	506.4	M.P.						
		0.2						
	506.6	C.R.I.P.						
		1.2						
600 PM	507.8	WICHITA OROBY	F505	WH			Yd.	715 PM
		(106.4)						
Arr. Dly. Ex. Sun. 337	Westward trains are superior to Eastward trains of same class							Lv. Dly. Ex. Sun. 330

Regular trains may be authorized by clearance at Fredonia.

SL-SF trains will use W. U. Terminal tracks.

Wichita: Waterman, Lincoln, Gilbert and Morris Streets, Central Avenue, First and Second Streets. Cars must not be kicked or dropped over these crossings.

Yard limits: MP 403-20 to MP 411-29½ (8:01AM to 11:01PM)

Bridge class engines and derricks...53.8

MPH
MAXIMUM SPEED .....40
(except as noted)
MP 413-14 to MP 413-28 .....35
Until engine thru limits
MP 472-23 to MP 473-6 .....30
483-23 484-8 .....10
MP 500-14 to MP 501-15 .....30
501-15 506-23 .....15
Until engine thru limits
MP 504-13 to MP 504-14 .....5

TRACKS AND/OR INDUSTRIES	
Mile	Sta. TPR Cap. Conn.
New Albany	420.8 F420 NW 27 Both
Piedmont	446.8 F447 QI 7 Both
Kelghley	464.9 F465 KL 12 Both
Leon	472.8 F473 IQ 30 Both
Haverhill	478.5 F478 7 Both
Lorena	490.3 F490 17 Both
Andover	493.5 F493 OV 45 Both
Bonanza	498.1 F497 2 Miles West
Beech	498.5 F498 15 Both

JOPLIN BRANCH—CARTHAGE SUB.

Miles	STATIONS	Sta. No.	TPR	Trk. Cap.
322.3	ORONOGO	F322	OJ	
	3.7			
326.0	WEBB CITY	H326	WC	33
	5.2			
331.2	K.O.S.			
	0.3			
331.5	JOPLIN OROYCB	H331	JO	Yd.
332.3	J & G JCT			Yd.
	0.4			
332.7	M. P.			
	7.7			
340.4	CARL JCT	F328	CL	Yd.
	0.0			
340.4	CARTHAGE SUB			
332.3	J & G JCT			Yd.
	7.5			
339.8	GALENA	H340	GN	Yd.
	4.0			
343.8	RIVERTON	H344	RT	131
	4.1			
347.9	BAKTER SPRINGS	L153	BX	Yd.
	(25.6) ORY			
	(8.1)			

TRACKS AND/OR INDUSTRIES	
Mile	Sta. TPR Cap. Conn.
Red Plant	324.6 H324 RP 50 Both
Old Rock, Mo.	338.4 H331 OR 26 West
Old Rock, Kan.	338.4 H331 OR 8 West
Horn	340.5 HB343 QB 2 MI West

TRACKS AND/OR INDUSTRIES	
Mile	Sta. TPR Cap. Conn.
entire branch	
Yard limits:	entire branch
Joplin:	10th and Maiden Lane
	13th and Maiden Lane
	17th and Maiden Lane
	11th and Missouri
Galena:	Main Street
	(6:00 AM to 6:00 PM)
Galena:	Main Street
	(Carterville track)

TRACK RESTRICTIONS	
Joplin Branch can not be used from Oronogo to MP H324-15.	
Joplin	
⊗ M.P. Crossing, (Carterville Track)	
Galena:	
⊗ G M.K.T. Crossing (Carterville Track)	
Bridge Class engines and derricks.....53.8	

MPH
Maximum speed .....25
(except as noted)
MP H-328-22 to MP H-334-26 .....15
Over crossings Main, Joplin and Wall Streets (Carterville Track).....5

TIMETABLE NO. 1

Miles	STATIONS	Station Number	TPR	Track Cap.
507.8	WICHITA OROBY	F505	WH	Yd.
	6.8			
514.6	A.T.S.F.			
	23.2			
537.8	A.T.S.F.			
	9.2			
547.0	BUHLER	F547	BU	30
	4.5			
551.5	C.R.I.P.			
	23.2			
574.7	American Salt Co.	F575		22
	0.1			
574.8	M.P.			
	2.6			
577.4	LYONS	F577	LY	20
	0.4			
577.0	A.T.S.F.			
	12.2			
589.2	M.P.			
	4.9			
594.1	A.T.S.F.			
	0.0			
594.1	LORRAINE	F594	LR	26
	13.7			
607.8	U.P.			
	0.1			
607.9	ELLSWORTH	F608	EH	79
	(100.1)			

MPH
MAXIMUM SPEED .....25
(except as noted)
Until engine thru limits
Mile 514.8 (Interlocking) .....20
537.8 (Interlocking) .....20
MP 537-30 to MP 538-8 .....20
547-7 547-8 .....10
Mile 551.5 (Interlocking) .....20

TRACK RESTRICTIONS	
American Salt Co. Do not operate engines over #2 scale track.	
Frederick. Do not exceed 10 MPH on Spur.	
Bridge class engines and derricks...53.8	

⊗ Burrton: Burrton Ave.

TRACKS AND/OR INDUSTRIES

Mile	Sta. TPR Cap. Conn.
Wichita Heights	510.7 F505 WX 107 Both
Valley Center	514.6 F515 VL 17 Both
Bentley	523.8 F523 17 Both
Patterson	532.0 F532 26 Both
Burrton	537.8 F538 BR 124 Both
Medora	551.5 F552 MJ 22 Both
Saxman	559.9 F570 QN 22 Both
Pollard	583.8 F584 QL 20 Both
Frederick	589.2 F590 FK 114 Both

PARSONS SUB—EASTERN DIVISION

Miles	STATIONS	Station Number	TPR	Track Cap.
115.5	ARCADIA	C116	AR	22
	4.5			
120.0	MERTZ	M137	MZ	126
	4.0			
124.0	K.O.S.			
	4.2			
128.2	M.P.			
	0.9			
129.1	MINDEN MINES	M137	MD	15
	7.5			
136.6	PITTSBURG	M137	PG	Yd.
	0.1 OROYCB			
136.7	K.O.S.			
	8.1			
144.8	M.P.			
	0.8			
145.6	AFTON SUB			
	0.0			
145.6	CHEROKEE	L136	CH	Yd.
	25.0			
170.6	PARSONS	M171	PK	Yd.
	0.1			
170.7	M.K.T.			
	8.5			
179.2	DENNIS	M171	DI	36
	(83.7)			

MPH
MAXIMUM SPEED .....35
(except as noted)
Arcadia to Minden Mines .....25
Sinclair to Weir City .....10
Cherokee to Dennis .....25
Until engine thru limits
Mile 124.0 (Interlocking) .....20
MP 131-3 to MP 131-11 .....10
Until engine thru limits
Pittsburg: All grade crossings .....10
MP 137-23 to MP 137-25 .....5
160-30 161 .....15
169-32 172-10 .....20

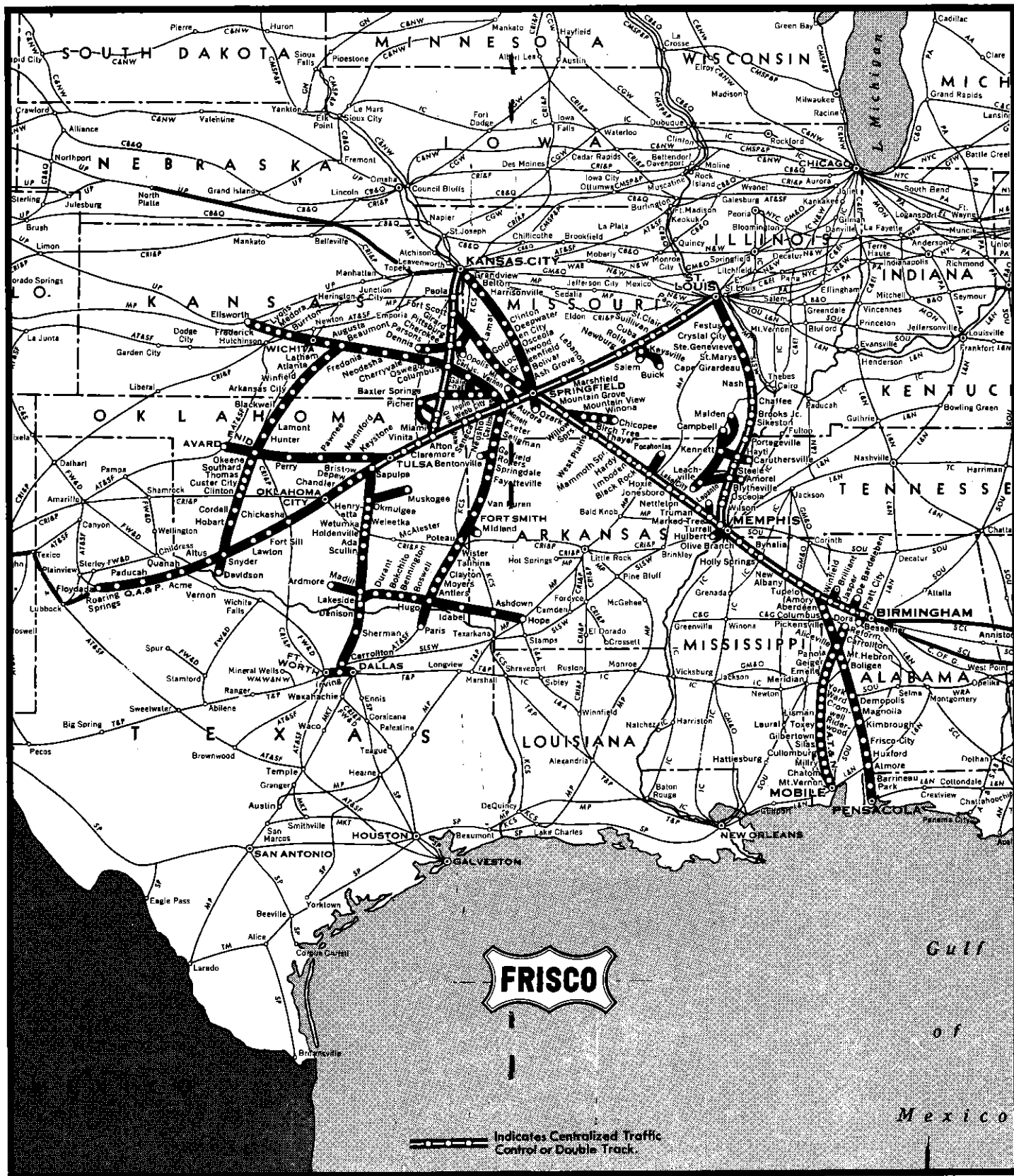
⊗ G M.P. Crossing Granby Lead, Pittsburg
⊗ G K.C.S. Crossing Opolis Lead, Pittsburg
⊗ G K.C.S. Crossing Wye Track, Pittsburg
⊗ G K.C.S. Crossing House Lead, Pittsburg
⊗ G M.P. Crossing By-Pass Lead, Pittsburg

TRACKS AND/OR INDUSTRIES

Mile	Sta. TPR Cap. Conn.
Clemens No. 22	119.9 M137 YM 150 South
Mulberry	123.0 M137 MK 3 North
Litchfield	133 M137 LF 40 Both
Allas	139.8 M137 AZ 47 North
Maxine	142.3 M137 MX 50 Both
Empire	143 M137 EM 3 MI North
Opolis	144.4 M137 OP 7 MI North
Sinclair	142.0 M137 SZ 13 Both
Weir City	145.2 M137 WR 3 MI Both
McCune	156.8 M157 UN 82 Both
Strauss	160.9 M161 QQ 18 Both
Kan. Ordn. Plant	167 M167 6 MI South
Yard limits: entire subdivision	

TRACK RESTRICTIONS	
Maxine: Engine or cars will not use tracks No. 1 and 2 under tipple.	
⊗ Weir City: First Street	
⊗ Parsons: Sixteenth Street	
Bridge class of engines and derricks	
Arcadia to Dennis .....53.8	
Pittsburg to Opolis .....53.8	
Sinclair to Weir City .....45	

TIMETABLE NO. 1



FRISCO

Indicates Centralized Traffic Control or Double Track.

Gulf of Mexico

Miles	STATIONS	Station Number	TPR	Track Capacity		
				Cars	Feet	Aux.
0.0	KANSAS CITY (19th St. Yard)	C004	KC			Yd.
1.6	K.C.T.					
2.0	Twenty-Ninth St.	C004				Yd.
3.9	ROSEDALE	C004	RO			Yd.
25.4	BONITA	C025	BN		15	
35.2	HILLSDALE	C036	HC		19	
42.9	PAOLA	C043	PD		55	
43.1	M.P.					
48.3	HENSON	C048	HE	130	6817	13
54.2	FONTANA	C054	FN	131	6894	14
61.7	LA CYGNE	C062	LC	135	7175	36
74.0	PLEASANTON	C074	PL	122	6445	75
81.9	FRESCOTT	C082	FS	128	6728	18
91.7	HAMMOND	C092	HM	126	6603	13
98.0	M.K.T.					
98.6	FT. SCOTT (88.6) ORTCOB	C099	FT			Yd.

CTC: MP 2-3 to MP 96-36
ABS: MP 96-36 to MP 98-0

HOT BOX DETECTORS

MP 27-19
@ * MP 50-44
@ MP 78-29

Trains will be authorized by clearance at Rosedale.

M.K.T. trains entering SL-SF track at Paola will not require clearance unless Train Order signal displays stop indication.

Two main tracks between Kansas City and Bonita designated as East and West tracks.

Two main tracks between Hillsdale and Paola designated as East and West tracks.

▲ Olathe: All crossings on connection to west side.

Bridge class of engines and derricks70.4

MPH

MAXIMUM SPEED55
(except as noted)

Until engine thru limits	
Mile 2.0 (Interlocking)	20
MP 2 to MP 3-7	20
Until engine or lead car thru limits	
MP 3-38 to MP 3-38	30
Rosedale to Bonita (East track)	35
MP 7-46 to MP 9-43 (West track)	40
Until engine thru limits:	
MP 20-11 to MP 21-22 (West track)	40
MP 37-13 to MP 41-39 (East track)	35
41-39	50
MP 41-50 to MP 43-20	45
96-1	50
96-35	50
96-38	30
Until engine thru limits	
Mile 98.1 (Interlocking)	20
MP 98-35 to MP 98-39	10
Thru power switch turnouts	25
(except as noted)	
Crossovers "B" MP 3-39 to MP 4-2	35
Crossovers "C" MP 15-14 to MP 15-22	35
MP 26-24	35
MP 37-13	35
MP 41-40	35

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Merriam	8.4	C008	MM	154 Both
Lenexa	13.9	C014	LX	112 Both
Olathe	20.5	C021	OA	114 Both
Moss	24.8	C024		121 Both
Spring Hill	30.1	C030	QZ	32 Both

When white light displayed at indicator near MP 15-13, southward "stop" signal MP 15-14 governing southward movements on east main track displays proceed indication.

When white light displayed on siding near MP 61-36 northward "stop" signal MP 61-25 displays proceed indication

Mile 98.1 (interlocking) hand throw switch located just south of M.K.T. crossing must be left normally lined and locked for movements on long track. If no conflicting movement is evident, northward trains desiring to move from yard tracks to long track may reverse hand throw switch. Dwarf signal governing northward movements from yard tracks should then display proceed aspect.

THE ABC'S OF SAFETY

A — ALWAYS
B — BE
C — CAREFUL

TIMETABLE NO. 1

Miles	STATIONS	Station Number	TPR	Track Capacity			MPH MAXIMUM SPEED .....50 (except as noted)
				Cars	Feet	Aux.	
102.7	EDWARD	C103	EW				
117.0	FARLINGTON	L117	FG	119	6293	26	
124.2	A.T.S.F.						
129.6	BEULAE	L130	ZH	135	7053	6	
135.9	PARSONS SUB						
135.9	CHEROKEE	L136	CH	63	3464	Yd.	
136.7	M.P.						
140.7	SOAMMON	L141	UC	114	6026	24	
147.7	M.K.T. CARTHAGE SUB						
147.7	COLUMBUS	L148	CB	62	3400	Yd.	
153.8	NEUTRAL	L154	NU	129	6787		
159.0	BAXTER SPGS. 6.3 ORYCB	L159	BX	124	6501	Yd.	
165.3	QUAPAW	L159	QP	130	6841	Yd.	
172.5	MIAMI	L173	ME	67	3693	Yd.	
179.2	NARCISSA	L179	NI	136	7108		
186.7	AFTON	G348	AF			Yd.	
(84.0)							

Until engine thru limits
MP 124-9 to MP 125-13 20
135-29 136-27 20
147-22 148-19 20
158-34 160-28 20
171-23 173- 6 20

Through power switch
turnouts25

Bridge class of engines
and derricks70.4

CTC MP 102-30 to MP 186-4

HOT BOX DETECTORS

@ * MP 121- 6
@ # MP 162-16

Afton Sub trains will use Ash Grove Sub between Ft. Scott and Edward.

Trains will secure clearance at Ft. Scott authorizing movement south from Edward and will not require clearance at Edward.

Trains originating Afton will not require clearance unless train order signal displays stop indication.

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Anna	110.8	L111	KV	84 Both
Girard	124.4	L124	GD	170 Both

MIAMI BRANCH—AFTON SUB

Miles	STATIONS	Sta. No.	TPR	Track Cap.	MPH MAXIMUM SPEED .....25 (except as noted)
166.5	PICHER	L159	XX	35	
169.3	CENTRAL MILL	L159	YC	Yd.	
173.0	QUAPAW	L159	QP	Yd.	
169.3	CENTRAL MILL	L159	YC	Yd.	
175.5	MIAMI 6.2 ORYCB	L173	ME	Yd.	
(14.9) (3.7)					

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Eagle	161.8	L159	XW	30 North
Semple	162.3	L159	XY	135 Both
Century Spur	165.7	L159		2 mi North
Treece	168.8	L159	XZ	100 Both
Cardin				
Spur	LA170.8	L159		2 mi South
Commerce	170.6	L159	XV	8 Both

All curves20

Picher:
South leg Wye15
North leg Wye10
Highway 69 crossing10
Century Spur15
Central Mill to Quapaw20
Central Mill: all crossings10

Miami:
Main, 3rd (North and South)
and N.W. "A" 5
All other crossings10
▲ Picher: Highway 69 (Century Spur)

Bridge class of engines and derricks
Baxter Springs to Miami53
except Central Mill to Quapaw65.8

Yard limits: entire branch

TAKE SPECIAL CARE
IN WHAT YOU DO;
THE ONE WHO GETS HURT,
MAY BE YOU.

TIMETABLE NO. 1

30 ASH GROVE SUB—EASTERN DIVISION

SOUTH						Miles	STATIONS	MPH
Third Class	Second Class							
5811 Lv. Thu. Sat. 5811	131 Lv. Dy.	135 Lv. Dy.	FSE Lv. Dy.	61 Lv. Dy.				
AM	PM	PM	PM	AM				
500	1050	330	1201	600	98.6	FT. SCOTT	ORTCB ⊕	
510	1100	340	1210	615	102.7	EDWARD	4.1	
520	1108	348	1218	625	109.1	GARLAND	6.4	
535	1116	356	1226	635	115.5	ARCADIA	6.4	
					118.4	K. C. S.	2.9 ⊕ ⊙	
					123.8	M. P.	5.4 ⊕ ⊙	
550	1126	406	1236	646	124.1	LIBERAL	0.3 ⊕	
620	1145	425	1255	705	138.7	LAMAR	14.6 Y ⊕	
				5810	139.1	M. P.	0.4 ⊕ ⊙	
635	1158	438	108	NWF 718	149.4	DIX	10.3	
700	1214	454	124	740	162.0	DUMBECK	12.6	
NWF 730	1225	505	135	750	170.6	PILGRIM	8.6	
740	1233	513	143	758	175.9	EVERTON	5.3	
815	105	540	210	835	198.3	NICHOLS	22.4	
830	120	555	225	850	200.6	SPRINGFIELD YD.	2.3	
AM	AM	PM	PM	AM		YORCB ⊕ ⊙	(102.0)	
Arr. Tue. Thu. Sat. 5811	Arr. Dy.	Arr. Dy.	Arr. Dy.	Arr. Dy.				

Trains may be identified between Ft. Scott and Edward when Form V(4) train order is issued to trains at Ft. Scott.

MAXIMUM SPEED 55 (except as noted)

Thru turnouts, all sidings .25 (except)

Arcadia, both ends
Everton, North end
Mile 98.1 (Interlocking) .20
MP 98-35 to MP 98-39 .10
MP 98-39 to MP 102-24 (West track) .85
Until engine thru limits
MP 98-47 to MP 100-33 .30
MP 102-25 to MP 102-31 .35
102-31 108-30 .45
115-15 115-30 .40
115-80 116-20 .50
137-24 139-4 .50
159-18 159-28 .45
159-28 167 .50
167 168-27 .40
173 176-17 .45
178-31 185 .45
187-35 188-4 .50
W.S. Jct. to Nichols (Pgr. Main) .20
Thru power switch turnouts.25

CTC: MP 98-47 to MP 102-30
ABS: MP 102-30 to MP 198-5
CTC: MP 198-5 to MP 200-39

HOT BOX DETECTORS
⊕ MP 184-9
⊙ * MP 154-27
MP 178-31

Greenfield: Greenfield Spur

Bridge class of engines and derricks70.4
Except Greenfield Spur...53

Southward trains are superior to Northward trains of the same class

SOUTH						NORTH								
Second Class						Third Class								
MP 139	MP 175-36	MP 169-34	MP 175-17	MP 189-30		NWF Arr. Dy.	236 Arr. Dy.	134 Arr. Dy.	KCX Arr. Dy.	5810 Arr. Mon. Wed. Fri.				
AM	PM	PM	PM	AM		AM	PM	PM	PM	AM				
FT. SCOTT	EDWARD	GARLAND	ARCADIA	K. C. S.	M. P.	LIBERAL	LAMAR	M. P.	DIX	DUMBECK	PILGRIM	EVERTON	NICHOLS	SPRINGFIELD YD.
C099	C103	C109	C116	C124	C139	C149	C162	C171	C176	242	239	NS	SY	
FT	EW	GK	AR	LI	LM	DZ	DK	PM	EV					
825	814	806	758	748	730	718	700	648	640	718	700	640	610	600
1235	1226	1218	1159	1150	1130	1118	1100	1048	1040	1100	1048	1040	1010	1000
835	825	817	809	800	741	729	714	703	655	859	848	840	810	800
1020	1010	1002	954	945	927	915	859	848	840	859	848	840	810	800
AM	AM	AM	AM	NWF	NWF	AM	AM	AM	AM	AM	AM	AM	AM	AM

Southward trains are superior to Northward trains of the same class.

Trains on main track waiting to meet opposite
line trains will stop back of sign until opposing
train reaches switch.

* Trains using siding for meet or be passed
by train must stay north of sign until train
holding main track clears the interlocking.

MP 139
MP 175-36
MP 169-34
MP 175-17
MP 189-30

Everton
Lamar Siding
Northward Trains
Everton
Pilgrim
Bois D'Arc

Trains handling 40 or more cars of company
chatt or trains consisting entirely of company
chatt

MP 208 to MP 210
292
270
289
298
325
332

263
279
293
314
331
339

Two main tracks between Ft. Scott and Edward designated as East and West Track.

TIMETABLE NO. 1

WILLOW SPRINGS SUB—EASTERN DIVISION 31

SOUTH			NORTH			Track Capacity
Miles	STATIONS	Station Number	Miles	STATIONS	Station Number	
202.0	SPRINGFIELD OR	239	239	SY		Yd.
202.9	M. P.					
203.0	M.K.				110	5862
206.2	W. S. JCT.			WJ		
235.1	EASTERN JCT.					
206.2	W. S. JCT.			WJ		
219.0	ROGERSVILLE	C219	RR	106	5645	28
231.5	DIGGINS	C232	DG	168	8744	4
243.2	CEDAR GAP	C243	YD.	112	5934	4
260.2	NORWOOD	C260	NR	107	5675	26
269.5	MOUNTAIN GROVE	C270	MR	162	8600	91
279.1	CABOOL	C279	CA	111	5860	98
293.3	WILLOW SPGS.	C293	WL	117	6155	Yd.
306.1	OLDEN	C306	OL	160	8340	5
314.4	WEST PLAINS	C314	WP	118	6211	198
330.8	KOSHKONONG	C331	KK	111	5868	36
339.8	THAYER	C340	TH			Yd.

CTC: MP 203-5 to MP 339-30
MP 235-4 to MP C208-10

Willow Springs Sub will use Lebanon Sub between Springfield Yard and Eastern Jct.

Trains will secure clearance at Springfield Yard authorizing movement south from Eastern Jct. or Springfield and will not require clearance at Eastern Jct. or Springfield.

When white light displayed at indicator at Cherry Street MP CA205-30, southward "stop" signal MP C206-8 displays proceed indication.

When white light displayed at indicator on siding Cabool, MP 278-40, southward "stop" signal MP 279-11 displays proceed indication.

When white light displayed at indicator on siding Willow Springs, MP 293-12, Northward "stop" signal MP 293-10 displays proceed indication.

HOT BOX DETECTORS
MP 228-11
⊕ * MP 255-9
* MP 273-23
* MP 303-19
* ⊕ MP 325-12

Bridge class of engines and derricks70.4

SOUTH						NORTH								
Second Class						Third Class								
MP 289-6	MP 274-35	MP 269-29	MP 274-35	MP 281-12	MP 287-8	MP 288-1	MP 291-27	MP 295-6	MP 295-6	MP 295-28	MP 299-14	MP 299-14	MP 308-37	
213-20	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14	
45	45	45	45	45	45	45	45	45	45	45	45	45	45	
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
208-30	243-14	244-25	245-32	251-27	254	266-33	269-6	281-12	287-8	288-1	291-27	295-6	295-28	299-14

Miles	SOUTH STATIONS	NORTH STATIONS	Station Number	TPR	Track Capacity		
					Cars	Feet	Aux.
339.8	THAYER	ORTCO	C340	TH			Yd.
350.3	KING	10.5	C350	KG	153	7993	
358.3	HARDY	8.0	C358	HG	55	2925	34
		4.7					
363.0	BAKER	17.7	C363	BA	144	7549	
380.7	IMBODEN	9.2	C381	IM	115	6074	49
389.9	BLACK ROCK	8.1	C390	BC	61	3273	203
398.0	M.P.	0.0	⊗ ⊙				
398.0	HOXIE	ROBY	C398	HX	171	9106	79
406.1	SEDGWICK	13.9	C406	SW	136	7140	26
420.0	JONESBORO	2.2	C420	JB	213	11339	Yd.
422.2	S.S.W.	1.6	⊗ ⊙				
423.8	M.P.	6.9	⊗ ⊙				
430.7	BAY	5.5	C431	BB	109	5798	25
436.2	S.S.W.	0.4	⊗ ⊙				
436.6	TRUMANN	3.3	C437	TN	35	1891	102
439.9	COON	7.5	C440	OD	141	7356	
447.4	MARKED TREE	2.2	C447	MT	63	3474	310
449.6	TYRONZA JCT.	12.6	C450	TX			
462.2	TURRELL	9.7	C462	TR	134	7028	75
471.9	HARVARD	3.5	C472	HV			Yd.
475.4	CRITCO	6.0	C475	CG			
481.4	BRIDGE JCT.	0.0	C481	BJ	65	3594	33
	A & M RY. B & T	0.0	⊗ ⊙				
483.1	SHELCO	1.7	C496	SH			
483.6	UNION RY.	0.5	⊗				
483.8	I.C.	0.2	⊗				
484.4	MEMPHIS	2.1	C496	TY			Yd.
486.5	UNION RY.	4.0	⊗ ⊙				
490.5	NONCO	1.0	C496	NC			
491.5	DEMO	4.9	C496	DM			Yd.
496.4	TENNESSEE YD.	ORTCO	C496	TY			
		(156.6)					

CTC: MP 339-80 to MP 483-6
 ABS: Bridge "C" to MP 490-12
 CTC: MP 490-12 to MP 494-21
HOT BOX DETECTORS
 MP 368-15
 @ * MP 401-2
 MP 427-6
 MP 468-15
TRACK RESTRICTIONS
 Valley Stone: Engine will not be operated past tipple.
 Black Rock: Black Rock sand and gravel track cannot be used beyond a point 510 feet from point of switch.
 Jonesboro: American Handle Co. track must not be used beyond private crossing approx. 300 feet from end of track.
 Two main tracks between Harvard and Critco designated as East and West Tracks.
 Two main tracks between Demo and Tenn. Yard designated as East and West Tracks.
 Bridge class of engines and derricks
 Thayer to Bridge Jct. 70.4
 Bridge Jct. to Shelco. 85.8
 Shelco to Tenn. Yard. 69

TIMETABLE NO. 1

MAXIMUM SPEED MPH
 (except as noted)
 MP 339-14 to MP 339-39. 20
 Turnout, South end No. 1
 Track Thayer 20
 MP 340 to MP 351 40
 351 356-32 45
 356-32 357-3 40
 357-3 372-7 45
 372-7 374-13 40
 374-13 378 45
 378 382-26 50
 382-26 389-2 45
 419-6 420-22 20
 MP 422-7 (STL.SW. Cr) 40
 Until engine thru limits:
 MP 436-22 to MP 436-24. 45
 Turnouts, MP 471
 and MP 475-17. 35
 Crossovers, Near MP 478-11. 25
 Harvard to Critco (West track) 35
 Until engine thru limits:
 (Southward) MP 480-20
 to MP 480-21. 35
 MP 480-25 to MP 480-35. 45
 Mile 481.4 (Interlocking) 30
 Mississippi River Bridge 25

The following will govern operation of engines over Mississippi River Bridge restricted section which is indicated by "restricted section" signs located 339 feet north and 452 feet south of the north through-truss span:
 Enginemen must use minimum throttle position necessary to move train when engine on restricted section, drifting when possible.
 Following maximum throttle positions govern:

Horsepower	Maximum In Service Throttle Position
3500 and under	8th 0-25
3501-5250	8th 11-25
	7th 8-10
	Throttle Off 0-7
5251-7000	8th 13-25
	7th 10-12
	6th 8-9
Over 7000	Throttle Off 0-7
	8th 20-25
	5th 15-19
	Throttle Off 0-14

When speed is below 8 MPH with 3501-7000 HP engine, or below 15 MPH with over 7000 HP engine in service, power must be shut off and be governed by the following:
SOUTHWARD TRAIN: If engine stops on restricted section, train will be backed off bridge, using light throttle, if necessary, to start train.
NORTHWARD TRAIN: If engine stops on restricted section of bridge, no attempt will be made to start train; and if helper is not available to start train from rear, it will be necessary to cut train at south end of bridge and double to Bridge Junction.

When doubleheading, the power of second engine shall not be used over restricted section of bridge.
 Trains must not be accelerated while engine moving over restricted section. Trains should be controlled so that light brake applications only will be required. Use of independent or dynamic brakes over restricted section is not permitted.
 Mile 483.1 over end
 two main tracks 15
 Shelco to I.C. Crossing restricted speed

Shelco to Tenn. Yard over street crossings 20
 Mile 484.4 (Interlocking) 10
 Mile 484.4 to Mile 485.9 20
 Mile 485.9 to MP 490-15 30
 MP 490-15 to MP 494-20 20
 Thru siding turnouts 25
 (except Bridge Jct., South end)
 Yard limits: Shelco to Nonco
 & Tyronza: Team Track, Highway 118

While light indicator MP 397-34. White light displayed authorizes movement to siding. If no light displayed, authority for move must be secured from dispatcher.

When white light displayed at indicator MP 420-17 northward "stop" signal MP 419-18 displays proceed indication.

Bridge detectors on Bridges 436.3 and 438.8 connected with CTC. When "stop" signals located MP 436-5, MP 438-21 and MP 436-9 display stop indication observe CTC and interlocking rules and if signals remain at "stop" indication examine bridges 436.3 and 438.8 and know safe before passing over.

"Stop" signals govern movement of southward trains on main tracks at MP 483-24. In addition, southward trains must receive a hand signal with yellow flag or yellow light from Kentucky Street operator before passing "Stop" signal at MP 483-24. If "Stop" signal at MP 483-24, governing southward movement, does not display proceed indication, be governed by instructions of Kentucky Street operator.

Train movements over Union Ry Crossing Kentucky St. will be governed by hand signal with yellow flag or light. Northward trains must receive this hand signal before passing Florida Street.

Color light signal protects crossing with I.C. Ry. MP 483.8, operated by switchtender. Trains stop for crossing and proceed when color light signal displays proceed indication or on instructions from switchtender.

Shelco to Nonco-movement of trains with current of traffic on both tracks will be as prescribed by Rules 251 to 254, inclusive.

TRACKS AND/OR INDUSTRIES

Mile	Sta. No.	TPR	Cap.	Conn.
Mammoth Spring	342.3	C342	MS	118 Both
Williford	368.4	C368	UB	15 Both
Ravenden	375.2	C375	RD	97 Both
Sloan	383.7	C384		55 Both
Valley Stone	384.5	C385		72 North
Hogan	385	C386		70 Both
Portia	392.2	C392		53 Both
Bono	412.1	C412	2P	41 South
Aggle	421.4	C421		12 North
Tuck	422.8	C423		20 South
Nettleton	423.8	C424	NE	99 Both
Tyronza	452	C452	TZ	30 North
Gilmore	458.9	C459		32 Both
Clarkdale	466.7	C467		26 South
Marion	473.6	C474	VO	40 Both

POCAHONTAS BRANCH—MEMPHIS SUB.

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. No.	TPR	Track Cap.
398.0	HOXIE	RYOB	C398	HX	Yd.
		1.5			
399.5	WALNUT RIDGE	2.9	SC400	UT	111
402.4	WALFORD		SC402	UO	163
409.2	SHANNON	6.8	SC409	UF	12
413.2	POCAHONTAS	4.0	SC413	QH	118
		(15.2)			

MAXIMUM SPEED MPH
 25
 Yard limits: entire branch
 Bridge class of engines and derricks 45

LEPANTO BRANCH—MEMPHIS SUB.

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. No.	TPR	Track Cap.
449.6	TYRONZA JCT.		C450	TX	
458.6	LEPANTO		SA459	LP	82
		(9.0)			

MAXIMUM SPEED MPH
 20
 Bridge Class of engines and derricks 45
 Yard limits: entire branch

HULBERT BRANCH—MEMPHIS SUB.

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. No.	TPR	Track Cap.
473.6	MARION	2.5	C474	VO	40
476.1	M.P.	0.1	⊗ ⊙		
476.2	PRESLEY JCT.	2.2	SB476	FJ	7
478.4	WEST MEMPHIS	1.0	SB478	WE	Yd.
		(5.8)			
479.4	HULBERT		SB479	HQ	

MAXIMUM SPEED MPH
 20
 (except as noted)
 MP 88-476, until engine over crossing 5
TRACK RESTRICTIONS
 West Memphis: Spear and Wood track cannot be used beyond entrance to building.
 Yard limits: entire branch
 Bridge class of engines and derricks 62

SAFETY IS EVERYBODY'S BUSINESS

TIMETABLE NO. 1

SOUTH Second Class		Miles	STATIONS	Station Number	TPR	Track Capacity			NORTH Second Class			
21 Lv. Daily	833 Lv. Daily					Cars	Feet	Aux.	22 Arr. Daily	834 Arr. Daily	Sidings	
											Cars	Feet	Aux.
PM	AM		①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺									
930	1100	7.1	LINDENWOOD	007	LW			Yd.	AM 700	PM 800		
940	1110	11.0	GRAVOIS	T011	GS	64	3500	46	554	654		
952	1122	20.8	TEN BROOK	T021	TB	65	3594	27	541	641		
1002	1132	28.6	BARNHART	T029	NT	24	1286	32	532	632		
1010	1140	34.9	HORINE	T035	HR	67	3695	41	524	624		
		40.0	P.P.G.									
1019	1149	40.0	CRYSTAL CITY	T040	CK	66	3605	Yd.	517	617		
1024	1154	44.6	SELMA	T045	SC			Yd.	512	612		
1029	1159	46.8	RUSH TOWER	T047	RH	66	3610	9	507	607		
1041	PM 1211	56.6	CORAL	P T057	YF	80	4300		455	555		
		63.1	M.I.									
1053	1223	65.0	STE. GENEVIEVE	T065	SG	100	5331	89	445	545		
1104	1234	74.2	ST. MARYS	T074	SM	84	4519	98	433	533		
1112	1242	80.6	MOBRIDE	T081	VV	76	4115	42	426	526		
1121	1251	88.2	MENFRO	T088	VF	95	5097	22	417	517		
1131	101	95.4	SEVENTY-SIX	P T095	QX	58	3216	24	408	508		
1140	110	103.2	WITTENBERG	T 103	UR	64	3505	19	357	457		
1157	127	114.8	NEELYS	P T 115	NP	94	5040	165	340	440		
1205	135	122	BAINBRIDGE	P T 122	EB	60	3328	14	332	432		
1213	143	129.4	FREEZE	P T 129	FZ	86	4648		324	424		
1222	152	131.6	CAPE GIRARDEAU	T 131	CP	94	5032	Yd.	317	417		
		133.1	M.P.									
1230	201	139.2	NASH	T 139	NX			Yd.	308	408		
		141.8	S.S.W.									
		141.8	ROOKVIEW	Y T 142	RW							
100	230	143.6	CHAFFEE	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺	T 144	CF	112	5847	Yd.	300	400	

(136.5)
Southward trains are superior to
Northward trains of the same class.

MAXIMUM SPEED	MPH
(except as noted)	50
Thru Interlocking, Lindenwood	15
MP 8-5 to MP 8-21	40
12-30	45
33-29	30
Until engine thru limits	
MP 39-20 to MP 41-8	20
65-4	30
73-34	35
MP 88-20 to MP 88-29	45
91-19	45
Until engine thru limits	
MP 103-20 to MP 103-29	25
MP 113-18 to MP 113-23	45
130-6	20
131-38	45

TRACK RESTRICTIONS	MPH
Gravols—Elevated track on High Line cannot be used by engines	
Selma—Engines cannot be operated over unloading pit on Coal Spur	
—Engines cannot be operated over track scales	
—Box cars cannot be moved beyond loading platform No. 2 Nitrate track	
Neelys—Engines cannot be operated inside building, Charmin Paper	
Bridge class of engines and derricks	63
ABS: MP 7-18 to MP 139-29	

(Rule 510 (a))

TIMETABLE NO. 1

Miles	STATIONS		Station Number	TPR	Track Capacity		
	SOUTH	NORTH			Sidings		Aux.
					Cars	Feet	
143.6	CHAFFEE	①②③④	T144	CF	112	5847	Yd.
150.0	M. P.	6.4					
155.1	BROOKS JOT	5.1	T155	BF	131	6894	8 Mi.
165.9	M. P.	10.8					
165.9	SIKESTON	0.0	T166	SI	69	3756	Yd.
179.6	KEWANEE	13.7	T180	KA	136	7124	23
185.7	S. S. W.	6.1					
186.2	S. S. W.	0.5					
194.0	CONBAN	7.8	T194	JD	199	10583	35
198.9	PORTAGEVILLE	13.8	T199	PO	63	3451	176
212.7	HAYTI	3.7	T213	HY	90	4820	Yd.
216.4	S. S. W.	7.9					
224.3	STEELE	12.8	T224	UE	124	6517	92
237.1	BLYTHEVILLE	16.5	T237	BL	127	6690	Yd.
253.6	OSCEOLA	10.8	T254	OS			Yd.
264.4	WILSON	18.7	T264	WB	131	6890	Yd.
283.1	TURRELL	13.6	C462	TR	129	6754	75

MAXIMUM SPEED	MPH
(except as noted)	50
MP Crossing, Mile 150.0	20
Tanner Spur	10
Until engine thru limits	
M.P. 195-10 to MP 165-32	20
186-15	20
188-14	20
213-15	20
S.S.W. Crossing, Mile 216.4	50
Until engine thru limits	
MP 224-0 to MP 224-29	20
238-9	15
253-2	20
Thru power switch turnouts	25

ABS: MP 142-15 to MP 144-25
CTC: MP 144-25 to MP 283-5

Trains will secure clearance at Tennessee Yard authorizing movement north from Turrell and will not require clearance at Turrell.

Chaffee Sub trains will use Memphis Sub between Turrell and Tenn Yard.

North siding switch Portageville located at crossover MP 188-14.

- ▲ Hayti: No. 1 and No. 2 track, Highway 84.
- ▲ Hayti: TX Line, Highway 84.
- ▲ Oran: House track, Highway W.
- ▲ Kewanee: House Track, Highway Y.
- ▲ Portageville: House Track, Main Street.
- ▲ Blytheville: Hoop Track, Ash Street.
- ▲ Osceola: House (TOFC) Track, Union Ave.
- ▲ Wilson: House and Scale Tracks, Hwy. 14.

TRACK RESTRICTIONS

Osceola—Cars must not be kicked or dropped against other cars standing on curves American Greeting Card Spur or Ration Plant Track.

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Oran	150.9	T151	86	Both
Vanduser	158.5	TE158	VD	35 North
Tanner	163.5	TE163		8 North
McMullin	160.0	T160	45	Both
Matthews	173.8	T174	VY	107 Both
Lilbourn	185.7	T186	LL	107 Both
Marston	191.0	T191	VT	50 Both
Netherlands	208.2	T208		12 North
Shade	217.0	T217		11 South
Holland	227.3	T227		31 Both
Norby	236.3	T236		63 Both
Burdette	244.4	T244		80 Both
Luxora	249.0	T249		204 Both
Rotan	259.3	T259		17 South
Driver	260.7	T261		18 North
Delpro	266.8	T267	DE	46 Both
Jolner	271.8	T272	JR	26 Both
Frenchman's Bayou	278.3	T275		14 North & South

Bridge class of engines and derricks.....63

HOT BOX DETECTORS

- ① * MP 162-10
- ② * 217-1
- ③ * 268-19

TIMETABLE NO. 1

36 LEACHVILLE SUB—SOUTHERN DIVISION

Miles	STATIONS		Station No.	TPR	Track Cap.	Other	Yard limits: entire subdivision SL-SF trains and engines may use S.S.W. tracks moving to or from SL-SF—S.S.W. interchange track, Leachville, but must move at restricted speed expecting to find track occupied by S.S.W. trains or engines.
	SOUTH	NORTH					
187.7	PARMA		TE188	PF	52		
187.7	S.S.W.	0.0					
201.4	S.S.W.	13.7					
201.7	GIDEON	0.3	TE202	GI	82		
204.4	CLARKTON	2.7	TE204	YQ	43		† Kennett: First and Fourth St. and Highway EE, old TD line.
211.9	S.S.W.	0.4					† Malden: Laclede Street.
212.3	MALDEN	0.4	TK212	MQ	106		† Hayti: No. 1 and No. 2 tracks, Highway 84.
204.4	CLARKTON	3.9	TE204	YQ	43		† Hayti: TX line, Highway 84.
208.3	GIBSON	4.3	TE208	GP	36		† Caruthersville: West Third Street and Ward Avenue.
212.6	CAMPBELL	4.3	TZ213	YP	52		
208.3	GIBSON	14.5	TE208	GP	43		Bridge class of engines and derricks 43.7
222.8	KENNETT	8.0	TE223	KN	Yd.		
222.5	S.S.W.	9.8					
212.7	HAYTI	7.1	T213	HY	Yd.		
219.8	CARUTHERSVILLE	1.0	TX220	YS	Yd.		
220.8	S.S.W.	16.8					
222.8	KENNETT	16.8	TE223	KN	Yd.		
239.6	ARBYRD	0.0	TE236	AX	37		
239.6	S.S.W.	7.9					
247.5	LEACHVILLE	(59.8)	TE248	LV	104		

MPH		TRACKS AND/OR INDUSTRIES	
MAXIMUM SPEED	(except as noted)	Mile	Sta.
20		Risco	191.9
		Holcomb	210.8
		Frisbee	214.7
		White Oak	216.0
		Ira	224.7
		Oeta	228.9
		Senath	231.9
		Buocda	234.4
		Arkmo	243.2
		Bragg City	222.1
		Pascola	217.3

BLYTHEVILLE SUB—SOUTHERN DIVISION

Miles	STATIONS		Station No.	TPR	Track Cap.	Other	Bridge class of engines and derricks 43.7
	SOUTH	NORTH					
243.5	ARMOREL	6.4	TR244	ER	135		
237.1	BLYTHEVILLE	1.6	T237	BL	Yd.		Except Blytheville-Armorel 53.8
238.7	S.S.W.	23.1					Yard limits: entire subdivision
261.8	S.S.W.	0.0					† Blytheville: Hoop Track, Ash Street.
261.8	LEACHVILLE	14.3	TE248	LV	104		† Blytheville: Highway 61.
276.1	LAKE CITY	(45.4)	TJ276	LS	48		

MPH		TRACKS AND/OR INDUSTRIES	
MAXIMUM SPEED	(except as noted)	Mile	Sta.
15		Dell	247.0
		Roseland	250.5
		Lou	254.3
		Manila	255.2
		DeMore	264.2
		Monette	287.8
		Black Oak	271.9

TUPELO SUB—SOUTHERN DIVISION

Miles	STATIONS		Station Number	TPR	Track Cap.			CTC: MP 497-7 to MP 610-8 ABS: MP 610-8 to MP 612-11
	SOUTH	NORTH			Sidings		Aux.	
	Cars	Feet						
496.4	TENN YARD	15.5	C496	TY				HOT BOX DETECTORS MP 519-12 MP 545-3 MP 577-21 MP 597-28
511.9	BYHALIA	15.6	C512	BH	132	6909	29	TRACK RESTRICTIONS Tenn. Yard: Move at Restricted Speed MP 494—21 to MP 497—7 approaching Shelby Drive expecting flashers not operating.
527.5	TOURS	0.8	C528	TO	111	5881	95	Potts Camp — Engines must not be moved onto coal chute pit.
528.6	HOLLY SPGS.	0.3	C528	HS			72	Shari — Not more than one ROAD, RD-SW unit will be placed beyond frog, tracks 1, 2, 3, and 4.
541.0	POTTS CAMP	12.4	C541	PQ	128	6747	64	Tupelo — Engines other than YARD or RD-SW must not use track serving National Springs Corp.
554.5	MYRTLE	14.5	C555	MY	194	10294	39	Engines cannot be operated over track scale Tupelo Oil Mill.
561.5	PECK	7.0	C561	PE	130	6839	3	Bridge class of engines and derricks 69
562.3	G.M. & O.	0.0						
562.3	NEW ALBANY	9.0	C562	NY			184	
571.3	REESE	10.4	C571	RE	143	7582		
581.7	BELDEN	6.5	C582	BD	138	7205	3	
588.2	TUPELO	0.0	C588	TU	97	5191	Yd.	
588.2	G.M. & O.	3.8						
592.0	PLANTERSVILLE	10.7	C592	PV	131	6899	3	
602.7	ARJAY	8.5	C603	AJ	135	7072		
611.2	AMORY	0.0	C611	AY			Yd.	
		(114.8)						

MPH		TRACKS AND/OR INDUSTRIES	
MAXIMUM SPEED	(except as noted)	Mile	Sta.
55		Mineral Wells	499.0
		Olive Branch	501.7
		Miller	506.3
		Victoria	516.2
		Waites	534.6
		Hickory Flat	548.2
		Soar	559.7
		Glenfield	560.4
		Blue Springs	573.6
		Sherman	577.3
		Nettleton	600.3
		Bigbee	608.6

Brilliant Branch—Birmingham Sub					
Miles	STATIONS		Sta. No.	TPR	Track Cap.
	SOUTH	NORTH			
655.4	WINFIELD	8.1	C655	WD	127
663.5	BRILLIANT	1.2	NB664	ZI	Yd.
664.7	BROOKSIDE	(9.1)	NB665	ZD	Yd.

DeBard Branch—Birmingham Sub					
Miles	STATIONS		Sta. No.	TPR	Track Cap.
	SOUTH	NORTH			
707.4	DORA	5.0	C707	DO	Yd.
712.4	SUMITON	4.6	N712	UM	26
717.0	DEBARDELEBEN	(9.6)	N717	DB	Yd.

MPH		TRACKS AND/OR INDUSTRIES	
MAXIMUM SPEED	(except on curves)	Mile	Sta.
20		Lorton	711.8
		Drummond	715.3

Miles	STATIONS		Sta. No.	TPR	Track Capacity			ABS: MP 610-8 to MP 612-11 CTC: MP 612-11 to MP 731-1
	SOUTH	NORTH			Cars	Feet	Aux.	
611.2	AMORY	OBORTY	C611	AY			Yd.	HOT BOX DETECTORS @ # MP 631-31 @ # MP 651-19 @ # MP 678-3 @ # MP 699-30 Illinois Central trains entering NL-SF main track, Jasper, will not require clearance except when train order signal displays "Stop" indication. Cordova: When white light displayed at indicator, MP 701-30, northward "Stop" signal, MP 701-21, displays "Proceed" indication. Adamsville: When white light displayed at indicator, MP 721-40, northward "Stop" signal, MP 721-28, displays "Proceed" indication. Winfeld: Highway 78 Cordova: Dock Track, Hwy. 173 Sumiton: Old Highway 78 TRACK RESTRICTIONS Sulligent — Crews will not operate south beyond north end of scales nor will cars be placed south of scales Oil Mill Track. Carbon Hill — Engines must not be moved onto coal chute pit. Moss McCormack — Cars may be shoved beyond tippie south track only. Jasper — Engines cannot be operated over unloading pit, Wilcutt Track. Bridge class of engines and derricks 69
620.6	JUDGE		C621	JU	89	4768	15	
628.9	GATMAN		C629	GM	129	6762	14	
634.9	SULLIGENT		C635	QG			155	
641.9	BEAVERTON		C642	BV	123	6463	17	
655.4	WINFIELD		C655	WD	128	6707	122	
660.3	GLEN ALLEN		C660	GA			101	
668.9	ELDRIDGE		C669	EL	106	5632	20	
674.9	CARBON HILL		C675	CK	162	8428	Yd.	
682.9	TOWNLEY		C683	TW	123	6464	9	
693.7	N.A.							
693.8	JASPER		C694	JS	83	4461	148	
698.0	ALMA		C698	AM	117	6187		
701.5	CORDOVA		C702	CV	82	4396	194	
703.5	BENOIT		C704	BE	118	6238		
707.4	DORA		C707	DO	97	5196	Yd.	
712.5	QUINTON		C713	QT	123	6454	8	
714.9	PALOS		C715	QA	62	3426	17	
717.3	LINDBERGH		C717	IG	64	3529		
722.1	ADAMSVILLE		C722	AI	128	6733	9	
725.0	OAKWOOD		C725	OO	77	4148		
	L. & N. SOUTHERN B.S.							
729.3	PRATT CITY		C729	PZ			214	
730.6	WEST BIRMINGHAM		C732	WG	93	4980	Yd.	
731.1	THOMAS JCT.		C732					
731.3	B.S.							
732.1	BIRMINGHAM YCBORT		C732	BY			Yd.	

(120.9)

MPH	MAXIMUM SPEED
	(except as noted)
MP 613-26 to MP 619-5	50
619-5	55
649-4	50
654-12	45
689-26	45
689-5	40
689-26	50
691-28	40
694-4	50
694-4	50
	Until engine northward thru limits
MP 694-28 to MP 694-30	30
MP 701-18 to MP 708-11	30
708-11	40
715	30
722	30
722	40
724-24	35
	Until engine thru limits
MP 728-4 to MP 731-5	20
Thru Power switch turnouts	25
	(except)
	North end siding, Jasper
	North end siding, Dora
	Illinois Central trains handling loaded or empty AADX cars

BESSEMER BRANCH—BIRMINGHAM SUB

Miles	STATIONS	Station No.	TPR	Track Cap.
729.3	PRATT CITY	C729	PZ	214
730.5	ENSLEY	N730	EZ	216
730.7	B.S.			
732.3	SOUTHERN			
736.6	WOODWARD	N737	WU	44
736.6	WOODWARD FUR.			
739.4	L. & N.			
740.1	BESSEMER	N740	BS	108
740.3	B.S. CONNECTION	N741		
	(11.0)			
	MAXIMUM SPEED			20 MPH
	Bridge class of engines and derricks			53.8
	Yard limits: entire branch			

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Greenwood Springs	624.7	C625	12	North
Crews	635.2	C638	13	South
Quin	648.5	C649	GU	147
Bazemore	663.0	C663	ZR	51
Moss McCormack	683.5	C684	29	North
Hillard	687.2	C687	25	South
New Jagger	688.1	C688	18	North

TIMETABLE NO. 1

SOUTH		Miles	STATIONS		Station Number	TPR	Track Capacity			NORTH	
21 Lv. Daily	821 Lv. Daily		Second Class	Second Class			822 Arr. Daily	22 Arr. Daily			
PM 400	PM 500	611.2	AMORY	OBORTY	C611	AY	Yd.		AM 855	AM 700	
420	525	622.6	ABERDEEN	PY	R624	AB	Yd.		835	637	
433	539	631.0	HAMILTON		P R631	LH	65	3562	187	820	
		637.0	KOLOLA SPRINGS		R637	KP	65	3589	17	808	
450	555	638.9	AIRPORT		P R639	KQ			3 Mi.	805	
		647.3	O. & G.								
		648.3	COLUMBUS	Y	R648	CO	65	3559	197	749	
		648.8	G.M. & O.								
		652.9	WHITBURY		P R653	UY			240	741	
		669.4	PIOKENSVILLE		P R669	QK	62	3447	18	705	
		680.0	ALICEVILLE		P R680	AL	65	3594		645	
		680.2	MOBILE SUB							500 AM	
		815	MT. HEBRON		R700	JM	65	3579	10	435	
		833	BOLIGEE		P R708	BG	65	3599	44	415	
			A.G.S.								
		858	CENTRAL		PY R724	YZ				Yd.	
			BRIDGE 728.9		P R728						
			SOUTHERN								
		915	DEMOPOLIS		CBY R731	DS	65	3582	96	315	
		923	GREEN TREE		P R736	GE			9 Mi.	255	
			L. & N.								
			LINDEN		R749	LD	65	3578	68	230	
		100 AM	MAGNOLIA		CBRY R764	MG				200 AM	

(163.1)

MPH	MAXIMUM SPEED
MP C611 to MP B680	45
680	35
	(except as noted)
MP 622-18 to MP 623-5	25
Aberdeen Spur	10
Airport Spur	10
Until engine thru limits	
MP 647-29 to MP 648-7	20
Whitbury Spur	10
MP 724 to MP 725	25
Until engine southward thru limits	
MP 726-26 to MP 728-26	15
Over Steel Spans Bridge 728.9	10
Until engine northward thru limits	
MP 728-28 to MP 730-27	10
Until engine thru limits	
MP 730-29 to MP 731-14	25
MP 739-20 to MP 739-21	20
753	20
755-20	10
758-1	20
Until engine thru interlockings	
Mile 647.3	20
648.8	20
708.2	20
731.0	20
748.7	20
Until engine over crossing, Hwy. 21,	
Green Tree Spur	5

Airport: Spur, Highway 45, and street crossings, Columbus AFB.
Green Tree: Spur, Highway 80.

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Becker	614.8	R615	8	North
Troup	633.5	R634	6	North
Forreston	P 660.9	R661	IF	46 Both
Ridge	P 688.9	R689		41 Both
				West
Greene	P 684.8	R695		19 Both
Forkland	P 720.6	R721	IY	36 North
Stokley	P 735.2	R735	QY	41 Both
Jefferson	P 745.0	R745		9 Both
Octagon	P 751.2	R756		14 Both

TRACK RESTRICTIONS

Hamilton—SD-45 units cannot be operated on tracks, American Potash Company.
Airport—SD-45 units cannot be operated on Spur.
Columbus—SD-45 units cannot be operated on track scale or wye.
Whitbury—SD-45 units cannot be operated on tracks, Hooker Chemical Company.
@ Bridge 728.9: Instructions in release box apply when signal does not indicate proceed.
Bridge class of engines and derricks 53.8
Except Aberdeen Spur 64

TIMETABLE NO. 1

SOUTH				NORTH						
Third Class	Second Class	Miles	STATIONS	Station Number	TPR	Track Capacity			Second Class	Third Class
2711 Lv. Daily	821 Lv. Daily					Sidings	Cars	Feet	Aux.	822 Arr. Daily	2710 Arr. Daily
PM 100	AM 200	764.3	MAGNOLIA. OBR ^Y ⊙	R 764	MG	.....	.....	Yd.	1230	PM 400
150	130	774.0	KIMBROUGH .. ⊙	R 774	KI	65	3555	105	1154	150
		774.0	SOUTHERN .. ⊙ ⊙							
			PBOY							
240	245	779.5	MACMILLAN .. ⊙	R 790	MC	.....	.....	Yd.	1141	120
		783.7	BRIDGE 783.7 .. P ⊙							
300	305	785.3	SHEPPARD .. ⊙	R 785		89	4756	.....	1129	1218
315	317	793.4	HYBART .. P	R 793	HZ	24	1324	Yd.	1117	1201
340	335	804.7	PRYOR .. ⊙	R 804		65	3572	19	1059	1130
		814.2	FOUNTAIN .. ⊙	R 814	IN	.....	.....	59		
405	352	816.8	LIMESTONE .. ⊙	R 817		52	2805	.....	1039	1100
421		826.2	MEXIA .. PY	R 826	XI	28	1527	59		1035
440	417	830.5	FRISCO CITY .. ⊙	R 830	FY	65	3577	30	1017	1020
450		837.8	GOODWAY .. ⊙	R 838	GY	54	3000	34		955
520	442	846.9	HUXFORD .. ⊙	R 847	HJ	44	2361	89	952	930
615	509	862.8	ATMORE .. ⊙ ⊙	R 863	AT	56	2979	305	930	845
645	524	873.0	WALNUT HILL .. ⊙	R 873		66	3641	18	901	715
815	630	898.7	CANTONMENT ⊙ ⊙	R 898	CT	65	3568	Yd.	815	830
900	900	915.0	PENSACOLA .. ⊙ ⊙	R 915	PN	.....	.....	Yd.	730	600
Arr. Daily 2711	Arr. Daily 821								Lv. Daily 822	Lv. Daily 2710

MPH	
MAXIMUM SPEED	40
MP 765 to MP 799	40
MP 799 to MP 915	45

MPH	
Until engine thru interlocking	20
Mile 774.0 SOU	25
MP 777-12 to MP 777-18	20
MacMillan over track scale	5
Over steel spans, Bridge 783.7	10
MP 796-11 to MP 797-9	35
MP 809-21 to MP 810	25
812-11 818-27	30
818-27 825-11	25
888-1 897-18	35
Until engine thru limits	25
MP 909-25 to MP 910-24	25
Over lift span, Bayou Chico Bridge	4
Goulding Spur until engine over	5
Pace Blvd.	5
Texar Drive	5

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Coy	788.5	R786	11	Both
Keith	807.3	R807	11	South
West				
Monroeville ..	821.1	R821	10	South
Megargel	834.8	R835	12	South
Vocation	842.8	R843	7	North
Koppers	844.9	R845	110	Both
McCullough	852.5	R853	Vq	8 South
Freemantle	859.7	R860	10	South
T. J. Moss				
Tie Co.	865.7	R866	31	North
Pine	868.8	R869	18	South
McKinnon	880.7	R881	14	North
Barrineau				
Park	887.4	R888	15	South
Ipsco	893.6	R904	5	South
Ensley	896.3	R908	11	South
Edge	907.0	R907	15	South

TIMETABLE NO. 1

SOUTH				NORTH						
Third Class	Second Class	Miles	STATIONS	Station Number	TPR	Track Capacity			Second Class	Third Class
2811 Lv. Daily Ex. Sun.	21 Lv. Daily					Sidings	Cars	Feet	Aux.	22 Arr. Daily	2810 Arr. Daily Ex. Sun.
.....	PM 630	680.2	ALICEVILLE .. ⊙	R 680	AL	.....	.....	Yd.	AM 300	.....
		680.2	COL. SUB. ⊙							
AM 600	830	731.1	YORK .. OBR ⊙ ⊙	RA732	YO	.....	.....	Yd.	1225	PM 230
652	910	750.3	OROMWELL .. ⊙ ⊙	RA750	CM	30	1616	37	1125	100
		750.3	M. & B. ⊙ ⊙							
703		763.8	LISMAN .. ⊙	RA754		.....	.....	26		1210
710	930	766.4	POND .. P	RA756	PX	122	6414	.....	1105	1205
740		767.9	BOGUELOOSA .. P	RA768		34	1844	.....		1150
		776.2	GILBERTOWN .. ⊙	RA776	GT	.....	.....	42		
820	1030	780.4	SOUWILFA .. P	RA781		65	3563	5	1030	1130
		784.6	SILAS .. ⊙	RA785		.....	.....	94		
915	1050	794.4	MILLRY .. P	RA794	VZ	98	5232	102	945	1055
1000	1110	807.4	OHATOM .. P ⊙ ⊙	RA807		31	1643	91		1000
2810										2811
1030	1130	820.0	SEABOARD .. P	RA820	SB	53	2825	8	910	840
1110	1215	844.8	MT. VERNON .. ⊙	RA845		.....	.....	89		804
1120	1223	849.2	BUCKS .. P	RA849		31	1650	.....	820	756
1145	1243	863.3	SARALAND .. P	RA864		53	2961	14	800	.....
1159		868.5	TERMINAL JOT .. ⊙							
		868.6	SOUTHERN .. ⊙ ⊙							
		870.6	THREE MI. ORK ⊙							
PM 100	330	873.5	MOBILE BCOR ⊙ ⊙	RA874	MB	.....	.....	Yd.	700	700
Arr. Daily Ex. Sun. 2811	Arr. Daily 21		(193.3)						Lv. Daily 22	Lv. Daily Ex. Sun. 2810

MPH

MPH	
MAXIMUM SPEED	45
(except as noted)	
Over Bridge 680.4	20
Until engine over crossing 750.3	20
MP 730 to MP 721	35
792 798	40
802 805	30
809 811	35
815 816	35
822 823	40
827 828	40
835 837	35
Until engine over crossings between	
MP 844 to MP 845-15	20
Over Bridge 866.1	30
Until engine thru limits	
Chickasaw, Shipyard St.	15
Over Three Mile Creek Drawbridge	5

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Austin	699.2	RB899	30	North
Cochrane	687.9	RA888	13	North
Prairie F.	687.9	RA888	13	South
Dancy	682.8	KA893	23	No. & So.
Panola	686.9	BA897	28	No. & So.
Gelger	708.1	RA708	17	Both
Smelle	719.4	RA719	20	South
Boyd	721.2	RA721	15	Both
Ward	742.2	RA740	12	Both
Inco	751.7	RA752	40	South
Riderwood	757.6	RA758	41	North
West Butler	762.2	RA762	13	Both
Land	764.9	RA765	4	North
Torrey	773.6	RA773	28	Both
Marathon	782.8	RA783	13	North
Bollinger	783.8	RA784	12	South
Cullumburg	788.7	RA789	48	Both
Loper	799.3	RA799	32	Both
Jordan	804.7	RA805	30	North
Tibble	815.1	RA815	24	Both

REFORM BRANCH—MOBILE SUB

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. No.	TPR	Track Capcy.
680.2	ALICEVILLE .. OBR	R 680	AL	Yd.	
680.2	COL. SUB. ⊙				
691.3	CARBOLLTON .. ⊙	RB691		59	
700.8	REFORM	Y ⊙	RB701	RM	Yd.

MPH	
MAXIMUM SPEED	15
Bridge class of engines and derricks	45
Reform Branch train will not require clearance.	
Protection against other trains is not required. Trains must move prepared to stop short of train, obstruction, or anything that may require speed of train to be reduced.	

TIMETABLE NO. 1

Mile	Sta.	TPR	Cap.	Conn.
Chapel	827.2	RA827	12	Both
Summit	830.7	RA831	24	South
Fairford	836.8	RA837	24	No. & So.
Mobile R.	843.7	RA844	21	North
Southern ⊙ ⊙				
Chickasaw ⊙ ⊙	867.5	RA874	YK	120
Blackely	887.4	XL	Yd	Both
SLSF trains will use ASD&T Ry. tracks between Terminal Jct. and Mobile, and be governed by rules and instructions of that line.				
⊙ Chickasaw: Highway 43				
⊙ Mobile River: Highway 43				
Regular trains will be authorized by clearance at York.				
Bridge class of engines and derricks				
TRACK RESTRICTIONS				
Cochrane—No engine beyond clearance.				
Panola—SD-45 units, coupled, cannot be operated on Compress or House tracks.				

SOUTH				NORTH				
Third Class		Miles	STATIONS	Station Number	TPR	Track Cap.	Third Class	
1313 Lv. Tues. Thur. Sat.	1311 Lv. Tues. Thur. Sat.						1312 Arr. Mon. Wed. Fri.	1310 Arr. Mon. Wed. Fri.
		0.0	KANSAS CITY ORBCT (19th St. Yard) 0.4	C004	KC	Yd.		
		0.4	25th ST JCT					
		1.1	KANSAS CITY (Union Station) 4.8					
		5.7	K. O. BELT JCT 0.2					
		5.9	SHEFFIELD JCT 0.1					
		6.0	SHEFFIELD 2.4	C004	SF	42		
		8.4	LEEDS JCT 2.9					
		11.3	B. V. JCT 4.7					
		16.0	DODSON 6.7	D016	DD			
	AM 501	22.7	GRANDVIEW 5.5	D023	GV	54	PM 330	
		28.2	BELTON 16.8	D028	ZM	66	255	
		44.8	M. P. 0.4					
		640	HARRISONVILLE 6.6	D045	HA	145	225	
		655	EAST LYNNE 17.8	D052	EA	121	200	
		735	BLAIRSTOWN 17.2	D070	ZW	21	116	
	AM 1130	850	CLINTON 0.8	D087	CN	Yd.	AM 1230 PM 1045	
		87.6	M. K. T. 19.6					
	PM 1225		LOWRY CITY 7.9	D107	JA	41	930	
		1245	OSCEOLA 17.2	D115	QM	75	855	
		125	WEAUBLEAU 21.3	D132	WB	26	805	
		225	BOLIVAR 29.1	D154	BO	75	705	
		315	WILLARD 9.1	239	WV	18	525	
	PM 400		SPRINGFIELD YARD (YOR OCB)	239	SY	Yd.	AM 500	
Arr. Tues. Thur. Sat. 1313	Arr. Tues. Thur. Sat. 1311		(86.2) (105.6) (191.8)				Lv. Mon. Wed. Fri. 1312	Lv. Mon. Wed. Fri. 1310

MAXIMUM SPEED	MPH
(except as noted)	40
Bolivar to Clinton	30
Clinton to Leeds Jct.	35
Until engine thru limits	
MP 9-22 to MP 9-23	10
MP 5-35 to MP 11-10	20
19-32 20-20	25
Until engine thru limits	
MP 21-6 to MP 21-10	10
25-28 25-29	10
MP 51-14 to MP 79-79	20
81-21	25
Until engine thru limits	
MP 88-22 to MP 87-5	10
Clinton—over Elm Street (Northward trains)	5
MP 95-23 to MP 96	25
98-12 98-22	25
115-7 115-11	25
120-19 120-24	25
129-13 130-4	20
144	15
Until engine thru limits	
MP 166-21 to MP 166-22	10
MP 188-17 to MP 189-1	30
Yard limits:	
Kansas City (19th St.) to 25th St. Jct.	
K. C. Belt Jct. to B. V. Jct.	
Dodson to Grandview	
MP D-182-5 to Springfield Yard	
Clinton: 4th Street, 3rd Street and Lincoln Street	

TRACKS AND/OR INDUSTRIES			
Mile	Sta.	TPR	Conn.
Centropolis	7.0	C004	YT
Leeds	9.9	C004	LE 45 Both
Alexander	11.5	D011	XN 21 North
Melville	15.4	D015	4 South
Film	17.7	D017	15 North
Holmes	18.0	D018	28 Both
Jeffreys	20.0	D020	11 North
Belvidere	25.3	D025	31 Both
Harrison	32.8	D033	36 Both
Peculiar	36.7	D037	21 Both
Latour	59.5	D060	30 Both
Maurine	74.9	D075	26 Both
Harvey	79.5	D080	IX 20 South
Lindsay	83.2	D083	EE 62 Both
Deepwater	98.7	D089	TF 25 Both
Vista	119.8	D120	26 Both
Plemington	138.6	D139	28 Both
Clquot	148.8	D147	26 Both
Wishart	163.9	D164	28 Both
Walnut Grove	172.9	D173	UL 27 Both
Bridge class of engines and derricks			
Kansas City to Leeds Jct.	60		
Leeds Jct. to Clinton	53.8		
Clinton to Weaubleau	43.7		
Weaubleau to Springfield Yard	53.8		
Trains will leave Kansas City (19th Street) without clearance and will secure clearance at Grandview.			
Trains will use K.C.T. tracks between 25th St. Jct. and K.C. Belt Jct.			
Trains will use M.P. tracks between B.V. Jct. and Dodson.			

TIMETABLE NO. 1

Eastward and Northward regular trains are superior to trains of same class in opposite direction, except as shown on schedule page or general order.

Trains finding light out in color light train order signals may proceed after securing clearance, or on authority of dispatcher.

SL-SF rules and instructions will govern when using SL-SF tracks. Foreign lines rules and instructions will govern when using foreign line tracks.

In CTC where maximum speed permitted is in excess of 20 MPH trains using a main track switch, not equipped with electric lock, must have a portion of the train occupying main track or leave main track switch open while using such track.

Road foreman of equipment has authority of trainmaster.

Emergency Stop, of Train Handling Instructions for Transportation and Mechanical Departments dated February, 1965, is revised and the following wording from the first two lines at the top of Page 8 reading:

"... do not allow engine brakes to apply until last 40 feet of stop." is eliminated.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Show, circus or carnival trains will not be handled except on instructions of Chief Dispatcher.

Triple loads will not be handled in road movement except on instructions of Chief Dispatcher.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hall storm, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars, tri-level and bi-level cars handling automobiles, and flat cars containing transformers, lading easily susceptible to damage or of high value, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of rerailing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

Open top equipment containing asphalt, coal, crushed stone, ore, rock, sand, or other commodities subject to blowing or sifting, and cars containing acid or chemicals must not be moved ahead of open type cars loaded with automobiles, trucks, or saddle-mounted tractors, which could be damaged by such commodities, unless eight (8) cars, except flat cars, intervene.

Loaded TOFC cars and multi-level cars loaded with automobiles must not be kicked or dropped.

Employees are prohibited from riding or walking on the roof of any moving car, except where it is not practicable to do otherwise, and must not step or jump from a moving car to another. If necessary to go over tops of cars not in motion, employees must use caution in stepping from one car to another.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required. Empty yard or switch movement of SF 105500 shall be under the direction of a Mechanical or Transportation supervisor but not exceeding 5 MPH.

On Birmingham, Pensacola, Mobile, Ft. Smith and Arthur Subs, and Joplin and Salem Branches, when have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks, or flat cars 55 ft. long or longer, loaded with empty trailers will be handled in rear half of train only, except when locomotive horsepower is 5,000 or less restriction does not apply.

When defective equipment detector (hot box, dragging equipment, or any other device that indicates equipment failure) registers an indication of one or more defects, the train or cut of cars passing through limits of the detector will be STOPPED IMMEDIATELY upon clearing the detector limits. An inspection of the train or cut of cars will be made, ascertaining the condition of the train or cut of cars and disposition of any defects found.

Radios will not be used within one (1) pole length of Hot Box Detector.

Southwestern Division; trains handling over 19 cars wheat in covered hoppers:

Do no braking or throttle changing at following locations:

	MPH
Thru sidings and yard tracks	5
Perry and Ft. Worth Subs	30
Tower 16 to Stock track	5
Avard, Enid and Beaumont Subs	25
Oklahoma Sub	35
Until engine thru limits:	
MP G458-20 to MP G459-15	10
Chickasha Sub and QA&P	35
Until engine thru limits:	
MP G580-29 to MP G582-11	10

MP	MP
G567-21 to MP G568-13	
G679-11	G580-3
G639-19	G640-9
G694-6	G694-23
G745-8	G745-29
G779-4	G779-23
G801-14	G801-34
Creek and Sherman Subs	35
Until engine thru limits:	
MP E468-20 to MP E469-10	10
E481-16	E482-20
E547-8	E548-29
Staley-M.K.T. Jct. turnouts	10
Denison, north siding switch to SF Jct.	10

TIMETABLE NO. 1

**MOVEMENT OF KRISCO
DERRICKS IS AUTHORIZED
AS FOLLOWS—**

	100 Ton	160 Ton	250 Ton
St. Louis to Okla. City, Edward to Afton, Sapulpa to Sherman, Kansas City to Birmingham.....	35	35	45
Except Mississippi River Bridge C482.1, separate 160 & 250-ton Derrick from cars or engines by 1 car maximum gross weight 100,000 pounds.....	25	25	25
St. Louis to Turrell.....	30	30	35
Lead Jct. - Buick.....	25	25	25
Okla. City to Floydada*.....	25	25	25
Except MP G540-6 to MP G645-25.....	15	15	
MP G617 to MP G664.....	20	20	

****Bridge G557.9			
**Bridges G579.7, G581.3, G644.7, G649.3, G710.4, G720.3, G745.4, G779.5.			
Pierce City to Wichita, Walnut Grove to Springfield, Monett to Ft. Smith, Pittsburg to Opolis.....	25	20	20
**Bridge 388.8.....	25	10	10
****Bridge 410.6.....	25	10	10
***Bridges F356.1, F400.5, F421.8.....	20	10	10
Sherman to Irving*.....	35	25	25
North Fort Worth to Fort Worth, Muskogee, Brilliant, DeBard, Bessemer, Joplin & Hulbert Branches, Aberdeen Spur, Hayti to Caruthersville, Blytheville to Armorer, Quapaw to Century.....	15	10	10
**Bridges E737.5, E739.2			

Tulsa to Enid*, Hugo to Lakeside*, Hugo to Paris*, Arcadia to Dennis*.....	25	20	20
***Bridges Z476.5, Z477.4, M161.7			
Hugo - Hope.....	20	NO	20
Enid to Clinton, Snyder to Davidson, Breckenridge to Blackwell, Wichita to Lorraine, Ozark Branch.....	20	NO	10
***Bridge A247.6			
Enid to Breckenridge*, Blackwell to Beaumont*.....	20	NO	15
Cuba - Lead Jct., Ft. Wood Line.....	15	15	15
Lead Jct. to Salem, Mt. Vernon Branch.....	15	NO	NO
***Bridges A105.9, A109.8.....	5	NO	NO
Ft. Smith to Hugo.....	25	NO	NO
Amory to Demopolis.....	30	30	30
Demopolis to Pensacola*, Aliceville to Mobile*.....	30	20	20
***Bridge R783.7			
**Bridge RA686.4			

Avard and Leachville Subs, Central, Madill, Reform, Pochontas, Miami Branches, Clinton to Snyder, Brooks Jct. to Tanner, Lorraine to Ellsworth, Kansas City to Walnut Grove, Blytheville to Lake City.....	15	NO	NO
Bentonville Br, Hayti to Kennett.....	15	NO	10
Lepanto, Winona Branches, Sinclair to Weir City.....	10	NO	NO
*Bridges.....	20	10	10

On Bridges shown, separate 160 & 250 derricks from engine by cars not exceeding 100,000 pounds gross weight as follows:

** 2 cars **** 4 cars
*** 3 cars ***** 5 cars

BRIDGE CLASS OF DERRICKS

Number	Weight	Cap'y-Tons	Br. Class
99021	385,000	250	E-62.9
99022	386,000	250	E-62.9
99024	273,800	160	E-61.2
99025	388,000	250	E-63.3
99029	252,500	160	E-59.1
99032	187,100	100	E-48.2
99033	191,500	100	E-47.1

OTHER SPEED RESTRICTIONS

When temperature is 10 degrees above zero or lower and where authorized speed is:

45 MPH reduce speed to 40 MPH
50 MPH reduce speed to 45 MPH
55 MPH reduce speed to 45 MPH
60 MPH reduce speed to 50 MPH
65 MPH reduce speed to 55 MPH

TRAINS HANDLING:

Loaded ribbon rail cars
Partially loaded tank cars (Contents less than 85% of gallon capacity). Move only on authority of Chief Dispatcher, near head end.
40 or more cars of coal
20 or more cars of company chatt
Maximum speed.....45 MPH
Loaded cars Series DUPX 35400-35419, RTRX 35420-35469, DUPX 35470-35999,
Restrict speed on curves to 10 MPH below authorized speed.
Empty Ribbon Rail cars may be handled in regular trains without speed restrictions, but must be handled on rear of train.

**COMPANY OWNED EQUIPMENT
DESCRIBED BELOW:**

Where authorized speed is:

45 MPH or more reduce to 30 MPH
40 MPH reduce to 25 MPH
35 MPH reduce to 20 MPH
30 MPH reduce to 20 MPH
25 MPH or less reduce to 15 MPH
Work equipment, loaded on cars, from point of loading to nearest location of car inspectors:
Bull Dozers Speed Swing
Cranes Track Cleaners
Dumpsters Tractor Ditchers
Motor Graders & Scrapers
Rail Layers Wheel Tractors
Shovels with attachments

(When moving after inspection by car men, may be handled without restrictions unless otherwise instructed.)

Work Equipment, moving on own wheels:

*Bridge Cranes
SLSF 98001 Pile Drivers
SLSF 98003 Snow Plow
SLSF 98004 SLSF 105288
Hoists Spreader-Ditcher
*Bridge Crane SLSF 99020 handle as 100-ton derrick

Scale Test Cars SLSF 99156, SLSF 99157. Move only in local or extra trains, immediately ahead of caboose, preceded by at least one car having outside length not exceeding 54 ft. 8 in.

Revenue equipment of above types loaded on cars will be handled as oversize loads when applicable. Movement of locomotives on revenue billing must be approved by General Superintendent Transportation.

**INSTRUCTIONS FOR ENGINE
OPERATION**

Engines must not be handled without air being coupled and brakes on engine released except within mechanical areas or under the direction of a Mechanical and/or Transportation Supervisor.

To prevent damage to traction motor gears, before coupling into train, stop must be made between five and twenty feet of coupling.

A consist containing or composed of RD-SW units will be the lead engine when doubleheading and must not be doubleheaded with another consist composed of or containing RD-SW units.

MAKE UP OF ENGINE CONSISTS
RD-SW units may be combined only with units 18-77, 118-165 and 633-662 with maximum of six (6) combined units with following restrictions:

5 units — Not more than three (3) RD-SW units may be used and RD-SW units must be three middle units of engine.

6 units — Not more than one (1) RD-SW unit may be used and RD-SW unit must be first or second unit of engine.

A consist of 4 RD-SW units must not be combined with other units.

HANDLING ENGINES IN TRAINS
Not more than three (3) 900 series units coupled together, either working and/or being handled in train, will be permitted without separation by unit of less weight or by a car not exceeding 177,000 pounds gross weight.

Engines 7 and 11 will be handled only in trains of not over forty (40) cars within fifteen (15) cars of caboose. Other engines of one (1) or more units will be handled next to engine handling train or behind short loads and short empties, but not more than twenty-five (25) car lengths (not more than twelve (12) seventy-foot or longer cars) from head end, except SW or RD-SW units shall be handled within six (6) cars of working engine and each SW and RD-SW unit shall be separated by one or more cars and/or road units, and shall not be coupled directly behind working engine. Minimum total brake pipe reduction when handling engines in train shall not be less than twelve (12) pounds.

Engines must not be handled unless air brakes are in operation. When engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold engines. If no cars are avail-

able, hand brakes on engines must be set. Engines in service or in tow, except when switching, shall not be coupled to cars containing loads liable to shift.

RESTRICTIONS

When necessary to shove train or cars forward or make back up movement or take slack with an engine composed of following units, be governed by following:
Combination of units 18-77, 118-165 and 500-632:

4 units — containing three or four RD-SW units, work power on only three units next to cars.

5 units — containing one RD-SW unit, work power on only four units next to cars.

5 units — containing two or more RD-SW units, work power on only three units next to cars.

6 units — containing no RD-SW unit, work power on only five units next to cars.

6 units — containing one RD-SW unit, when shoving work power on only four units next to cars; when making back up movement or taking slack, work power on only five units next to cars.

Combination of units 75-77, 140-152, 633-662, 700, 800 and 900 series units:

4 or more units — Work power on only units next to cars except if consist includes more than two 900 series units, work power on only two units next to cars.

Illinois Central crews, when shoving cars with more than three GP type units, only the three units next to cars must be allowed to work power. When engine consists of three six-axle units, only the two units next to cars must be allowed to work power. No more than three six-axle units will be used in a consist.

900 series units may be operated on the following territories:
St. Louis to Floydada - Tulsa to Enid Sapulpa to Ft. Worth & Dallas Lakeside to Hugo to Paris Monett to Ft. Smith - Monett to Wichita

Oronogo to Baxter Springs
Carl Jct. to Joplin - Edward to Afton
Kansas City to Birmingham
St. Louis to Turrell
Amory to Pensacola - Aliceville to Mobile

Cuba to Buick - Marion to Hulbert
DYNAMIC BRAKE must not be used when locomotive consist contains more than 20 traction motors of operative dynamic brake or when unit in consist not equipped with dynamic brakes.

CLASSIFICATION OF ENGINES

Unit No.	Designation	Class of Service	Horsepower	Max. Speed in Service or in Tow	Bridge Class	Tons Light Weight
7	GE	SW	380	25	16	42
11	GE	SW	300	20	19.1	44
18-36 & 62	F-7-A	ROAD	1500	65	36.8	110
41-50	F-7-A	ROAD	1500	65	42.4	114
75-77	F-9-A	ROAD	1750	65	36.4	114
118-138	F-7-B	ROAD	1500	65	36.8	110
140-152	F-9-B	ROAD	1750	65	39	113
161-165	F-7-B	ROAD	1500	65	36.8	110
200-237	BL-EMD	SW	1000	35	39.5	116
250-265	NW-2	SW	1000	35	40.3	119
270-281, 286	FM	SW	1000	35	39.5	115
282-285	FM	SW	1200	35	40.3	118
300-304	SW-7	SW	1200	35	40.3	119
305-314	SW-9	SW	1200	35	40.3	119
315-346	SW-15	SW	1500	45	41.8	115
500-632	GP-7	RD-SW	1500	65	39.5	115
633-662	GP-38	ROAD	2000	65	41.4	115
700-732	GP-35	ROAD	2500	65	41.4	115
800-831	U-25-B	ROAD	2500	65	41.7	115
832-843	U-30-B	ROAD	3000	65	41.7	115
900-948	SD-45	ROAD	3600	65	53.6	170

REVISION OF THE RULES OF THE TRANSPORTATION DEPARTMENT.

Definition Schedule amended:

Note added: Number may be designated by numerals and/or alphabetic letters.

Definition Yard Limits amended:

The tracks between Yard Limit signs or as authorized by train order Form U.

Rule 2 amended:

Delete "yardmen."

Rule 3(b), first sentence, amended:

Conductors, or engine foreman, and enginemen must compare time with each other before commencing each day's work or trip, and with their brakemen and flremen as soon thereafter as practicable.

Rule 11(a) is cancelled.

Rule 17(b) is amended:

Oscillating white headlight, on engines equipped, must be displayed by day and by night, except it must be extinguished when standard white headlight is dimmed or extinguished.

Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

Rule 18(b) is cancelled.

Rule 19 amended: Add:

NOTE: A reflectorized marker showing red to the rear may be used by day or by night in lieu of marker lamps.

Rule 20 amended:

All sections except the last will display two green lights in the places provided for that purpose on the front of the engine.

Rule 20(a) amended:

Extra trains will display two white lights in the places provided for that purpose on the front of the engine.

Rule 22(a) amended:

When engine consists of more than one unit, the number of one unit only will be illuminated and will be the identifying number of the engine; the numbers of other units must not be illuminated. The engine identifying unit must display classification signal (when authorized) in addition to leading unit (as per rule 20 and 20a). When practicable, the number of the leading unit must be used.

Rule 23 amended:

One light displayed where in Rules 19, 19(a), 20 and 20(a) two are prescribed, will indicate the same as two, but the proper display of all train signals is required.

Rule 24, Paragraph 2, amended:

If unit displaying signals is cut off from other units and moved to location where signals cannot be seen or under circumstances in which its train cannot be properly identified, a crew member must be left to stop and notify trains affected.

Rule 27, note amended:

NOTE: Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

- (1) On switches where block signal protecting facing-point movement is 1,000 feet or in advance of the switch.
- (2) On electrically locked, hand-operated switches within CTC limits.
- (3) On trailing-point switches on two main tracks signaled for traffic in one direction.

Rule 99, note amended:

Within ABS and CTC limits, trains will not be required to furnish rear end flag protection against a following movement on the same track. EXCEPTION: When instructed to furnish rear end flag protection, protection will have been afforded when a member of the crew has gone back a sufficient distance to insure full protection against trains or engines moving at restricted speed.

Crews are instructed to furnish rear end flag protection between MP C 2-10 and C 116.7 and between MP L 103 and L 161.7.

Trains operating on the following territory will not be required to furnish rear end protection against a following movement on the same track. EXCEPTION: When instructed to furnish rear end flag protection, protection will be afforded as prescribed by Rule 99.

Burrton Sub
Between Poteau and Good
Between Carmen and Avard

Rule 101(a), Paragraph 2, amended:

Speed restriction signal (a yellow flag, yellow reflector or a yellow light) will be placed on engineman's side of track: in block signal limits two (2) miles, or more if necessary, from restricted track; outside block signal limits one (1) mile, or more if necessary, from restricted track and resume speed signal (a green flag, green reflector or green light) will be placed on engineman's side of track fifty (50) feet beyond the end of restricted track.

Rule 101(a), Paragraph 4, amended:

When restricted track is less than required distance from terminal or junction point and distance does not permit yellow signal to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order. Yellow signal will be displayed as far from restriction as possible, but not farther than the first switch through which train leaves the terminal and not beyond clearance at a junction point. The location of such yellow signal so placed will be stated in the train order.

Rule 101(a), Paragraph 8, amended:

Any condition of track, bridges or structures affecting the movement of trains will be reported to Chief Dispatcher.

Rule 104(e) amended:

Location of spring switches may be designated by general order and will be indicated by letters "SS".

Train Order Form U added:

Establishing Temporary Yard Limits.
(Example)

- (1) 8:01 AM until 4:01 PM (date or dates) Rules 93 in effect between (points specified). Trains and engines will be governed by Rule 93 between the points and during the time specified.
Form U orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.
Form U will not be combined with other forms of train orders.

Train Order Form X, amended:

The following example added:

- (7) Extra 600 South handling restricted load(s)

CBQ	91899		
		Ara	
ATSF	93300		
		Cuckoo	
		Dodo Bridges	C59.4
			C85.4
SF	3900		
		Barbet	
		Fenfoot	
		Flamingo	
UP	58290	NYC 48988 and NW 450	
		Ara	
		Curlew	
		Drongo	

This form of order to be used when oversize and special shipment restrictions apply to cars moving in trains. Be governed by Special Instructions. Both the Dispatcher and Operator must tabulate, as above.

Train Order Form Y, amended:

STOP ORDER IN EFFECT _____ (date or dates)* _____ M.
until _____ M. BETWEEN MP _____ and MP _____

* Dates will be indicated: Example—one day use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through 15 inclusive.

Metal flags painted red on side approaching restriction and black on opposite side will be placed not less than three hundred feet from each side of location indicated in order. Yellow flags and green flags will be placed according to the rules.

Trains receiving this order will be authorized to proceed through limits of such order by one of the following methods:

** (a) Stop at red flag and be governed by instructions of foreman in charge.

** (b) Stop at red flag and then may proceed through limits of order upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.

(c) If red flag has been removed, train may proceed through limits of order without stopping upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.

** (d) Train may proceed through limits of order without stopping on oral authority and acknowledgement between foreman in charge of work and engineer of train in the following manner:

Foreman's Authorization:

"This is Frisco foreman in charge of work covered by train order No. B-501 between MP C-167 plus 10 poles and MP C-168 plus 30 poles. Train _____ may proceed past red flag and through limits of order at _____ MPH."

Engineer's Response:

"This is engineer Frisco train _____ I may proceed past red flag and through limits of train order No. B-501 between MP C-167 plus 10 poles and MP C-168 plus 30 poles at _____ MPH. (Repeat) _____ MPH."

Foreman's Acknowledgement of Engineer's Response:

"Frisco train _____ O.K. on order No. B-501."

** Red flag does not have to be removed before train may proceed.

If train unable to proceed as authorized by (a), (b), (c) or (d), train must then:

(1) If red flag displayed, stop at red flag, wait until time in order is up and then proceed according to Rule 10 (unattended red flag).

(2) If red flag not displayed, stop at entrance to restriction, wait until time in order is up and then proceed.

NOTE: Unless otherwise prescribed, speed over track within time and mile post limits stated in order will not exceed 10 MPH.

When this type protection is desired, foreman in charge of work will make request of chief dispatcher giving location, time and date or dates protection desired. After train order properly placed dispatcher will advise foreman by furnishing foreman copy of order, delivery of order to foreman to be recorded in train order book. Foreman must secure copy of order daily.

Train order may be cancelled only by foreman in charge of work. Train order must be reissued each calendar week.

Train Order Form Z, amended:

Equipment working (date or dates)* _____ M until _____ M between MP _____ and MP _____. Approach this location prepared to stop short of where equipment is working unless receive proceed signal. Do not exceed _____ MPH where equipment is working.

*Dates will be indicated. Example: one day use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through 15 inclusive.

This form of order may be used for on or off track work equipment that does not affect the block signal system. Proceed signal will be given with yellow flag.

Yellow flags and green flags will be displayed as prescribed by the rules.

Rule 503 amended: Add:

(c) A train having passed a "stop" signal displaying stop indication, as authorized by Rule 509(b), may pass succeeding "stop and proceed" signals displaying stop indication without stopping, proceeding at restricted speed.

Rule 552 amended: Add to (6):

providing there is no main track "stop" signal between point of switch and portion of train occupying main track.

Rule 612 amended:

When two or more trains are granted track and time limits within the same limits, dispatcher must inform a member of the crew of each train of the fact.

Rule 712 amended:

Employees, except Special Service Department employees, are prohibited from carrying firearms or other weapons while on duty and/or company property.

Rule 726, Paragraph 9, amended:

Train dispatcher will take necessary action by use of holding orders, wait orders, or within CTC limits by use of lever tag on signal levers to see that no trains are operated in advance of time shown in line-up or that no trains are operated that are not shown on line-up unless such train or trains are fully advised of the circumstances. Dispatcher will issue train order requiring such train or trains operated to move at not exceeding 20 MPH, prepared to stop short of unprotected track car, whistling frequently on curves and where view obscured. Such orders should indicate limits and time to remain in effect.

Rule 750 is cancelled.

Rule 750(a):

Time table freight train speeds and restrictions will govern train speeds.

Rule 755, Paragraph 2, deleted. Add:

Mechanical and/or Transportation Supervisor shall direct the rerailling of derailed locomotives when necessary to reraill such locomotives under their own power.

Rule 804, Paragraph 2 amended:

When crews or individuals deadhead from or to a duty assignment they must register or report their arrival at their destination immediately.

Rule 883 amended:

Conductors must not allow other duties to interfere with the proper protection of their train.

Rule 927 amended:

Paragraph 3 is cancelled.

Rule 957 amended:

Enginemen will be responsible for the operation of the locomotive.

Rule 1746 amended: Add:

NOTE: Suitably shod means: Lace-up type shoe or boot, minimum of 6 inches high, with minimum heel thickness of 1/2 inch, maximum heel thickness 1 inch, from surface of outer sole. Clerical and office employees whose duties do not require them to work in or around shop and yard areas may wear low-cut or street type shoes, so long as they have a leather upper and a substantial sole of sufficient thickness to resist puncture.

Any exceptions to above must be authorized by head of department.

THINK

TIMETABLE NO. 1

CHIEF SURGEON: DR. V. W. HOLLO, ST. LOUIS

DOCTORS

Ada, Oklahoma:
Dr. Olle McBride
1214 East 5th Street
Dr. David C. Ramsey
100-106 East 13th Street
Dr. Richard M. Tallafiero
Suggs Clinic

Amory, Mississippi:
Dr. E. O. Moore
9 Avenue South
Dr. Wm. T. Oakes
First Avenue at Main

Birmingham, Alabama:
E: Dr. A. I. Chenoweth
E: Dr. Henley J. Smith
2618 10th Avenue, South
E: Dr. David A. McCoy - Oculist
E: Dr. Don C. Turnbull - Oculist
501 Woodward Building

Cape Girardeau, Missouri:

Dr. T. G. Otto
Dr. R. A. Ritter
Dr. R. A. Ritter, Jr.
1912 Broadway

Crystal City, Missouri:

Dr. Walter T. Judge, Jr.
121 Mississippi

Enid, Oklahoma:

Dr. Earl M. Robinson
Broadway Tower
Dr. G. T. Ross
1101 East Broadway
Dr. A. F. Dougan - Oculist
1800 South Van Buren

Fort Scott, Kansas:

Dr. James J. Basham
Dr. Michael McKenna
192 South Judson
Dr. Francis M. Stone, Jr. - Oculist
209 South Main Street

Fort Smith, Arkansas:

Dr. M. B. Hoge
Dr. Samuel Landrum
314 North Greenwood
Dr. Stanley R. McEwen - Oculist
Dr. E. C. Moulton, Jr. - Oculist
1214 North B Street

Fort Worth, Texas:

Dr. F. L. Snyder
1106 Medical Arts Building
Dr. R. E. Snyder
203 Medical Arts Building
Dr. Joe L. Bussey - Oculist
Dr. Rufus A. Roberts, Jr. - Oculist
1201 West Presidio Street

Irving, Texas:

Dr. Forrest E. Lumpkin, Jr.
101 South O'Connor Road

Joplin, Missouri:

Dr. V. Dale Alquist
2425 South Jackson
Dr. J. R. Kuhn, Jr.
Frisco Building
Dr. B. F. Woodriddle
309 Medical Arts Building
Dr. W. L. Post - Oculist
617 Joplin Street

Kansas City, Missouri:

E: Dr. J. R. McVay
406 West 34th Street
E: Dr. James J. Lally
4820 J. C. Nichols Parkway
E: Dr. C. L. Young
Brotherhood Building
E: Dr. J. W. Young
1401 Southwest Boulevard
E: Dr. Will R. Eubank - Oculist
6700 Troost Avenue
E: Dr. F. E. Wade - Oculist
1105 Grand Avenue

Memphis, Tennessee:

E: Dr. Hugh Francis, Jr.
E: Dr. William Battle Malone II
188 South Bellevue
E: Dr. J. Don Johnson

DOCTORS

Memphis, Tennessee: Continued

E: Dr. John Ross Willis
2590 Lamar Avenue
E: Dr. James Wilson Oculist
14 North Camilla Street

Mobile, Alabama:

Dr. G. C. Oswalt
Dr. C. C. Rouse
1201 Springhill Avenue

Oklahoma City, Oklahoma:

Dr. C. M. O'Leary
549 Pasteur Building
Dr. Dick Lowry - Oculist
200 N.W. 10th Street

Oklmulgee, Oklahoma:

Buell-Myers Clinic
220 South Morton Street
Dr. George L. Tracewell-Oculist
118 South Grand Avenue

Paris, Texas:

Dr. Donald R. Lewis
Dr. William R. Phillips
Dr. Clarence A. Temple
725 De Shong Drive
Dr. Earl D. Bellamy - Oculist
811 Bonham

Pensacola, Florida:

Dr. S. G. Kennedy, Jr.
Dr. C. E. Miller
816 North Palafox Street
Dr. Sidney Deeson, Jr. - Oculist
8829 Burning Tree Road

St. Louis, Missouri:

E: Dr. Edwin C. Carter *
E: Dr. Robert M. O'Brien *
950 Francis Place, Clayton
E: Dr. R. Reilly Maginn *
E: Dr. Harry K. Purcell *
E: Dr. Charles S. Sherwin *
911 S. Brentwood Blvd.,
Clayton
E: Dr. Elliott O'Reilly *
1310 South Grand Blvd.
E: Dr. Harry C. Morgan **
E: Dr. Arthur H. Stein, Jr. **
Barnes Hospital Plaza
E: Dr. A. G. Boldizar - Oculist
2821 North Ballas Road
E: Dr. Robert C. Drews - Oculist
211 North Meramec, Clayton
E: Dr. W. Howard Lewin - Oculist
Frisco Building

Sherman, Texas:

Dr. Tom E. Miller
207 West Mulberry Street
Dr. Thomas R. Shea - Oculist
501 North Highland

Springfield, Missouri:

E: Dr. James M. Giffin
E: Dr. Peter B. H'Doubler
E: Dr. H. A. Lowe, Jr.
Professional Building
E: Dr. Donald E. Menchetti
E: Dr. Carle H. Schreff
1630 North Jefferson
E: Dr. Edward M. Schaeffer-Oculist
E: Dr. R. B. Stewart - Oculist
E: Dr. John W. Williams - Oculist
600 South Glenstone

Tulsa, Oklahoma:

E: Surgical Staff, Glass-Nelson
Clinic
2020 South Xanthus
E: Dr. Thomas Lewis Ozment -
Oculist
2227 East 21st Street

Wichita, Kansas:

Dr. H. R. Hodson
1122 South Clifton
Dr. Jack Ellis Moseley
1120 South Clifton
Dr. Doyle A. Shrader - Oculist
333 East Central
Dr. T. B. Norton

E: Available for emergency consultation.

* Seen at St. Marys Hospital in emergency.

** Seen at Barnes Hospital in emergency.

TIMETABLE NO. 1

OVERSIZE AND SPECIAL SHIPMENT RESTRICTIONS

Following code words are authorized for use in train orders involving movement of oversize and special shipment, and when so used train men and engine men will be governed by restriction shown as applicable thereto:

CODE WORD	RESTRICTION APPLICABLE
ARA	Load will not clear man on side of engine or car. Give careful handling in yards and passing other equipment.
AUK	Give careful handling at turnouts, crossovers and other sharp curves on yard, interchange or industry tracks. Load may not clear man on side of car or engine when on curved track.
BABBLER	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.
BARBET	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.
BUFFLE	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
BULBUL	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.
CUCKOO	Dimensions of this load are such it possibly may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
CURLEW	Dimensions of this load are such it possibly may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent curved track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
DODO	Train must stop before oversize load reaches bridge or other obstruction, position of load must be observed and approved, and load then moved past obstruction at 5 MPH or less under close observation, prepared to stop instantly.
DRONGO	Restrict speed to 15 MPH below speed board markings on curves.
FENFOOT	Do not switch detached from motive power or other equipment, or permit other cars to be kicked or dropped against this car.
FLAMINGO	Movement of this load must be watched closely and if any indication of shifting or any other irregularity in handling, see properly protected.
SPARROW	Handle near head end of train.

ON GUARD - BE SAFE

PRACTICE SAFETY TODAY

TOMORROW MAY BE TOO LATE

=====

OBSERVE RULES

=====

WORK RIGHT